

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

5.1 BACKGROUND/SECTION ORGANIZATION

The California Environmental Quality Act (CEQA) requires that an EIR include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Section 15126.6. This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- C** *“The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” 15126.6(b).*

- C** *“The specific alternative of ‘no project’ shall also be evaluated along with its impact” 15126.6(e)(1). “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” 15126.6(e)(2).*

- C** *“The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” 15126.6(f).*

- C** *“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” 15126.6(f)(1).*

- C** *For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” 15126.6(f)(2)(A).*

- C** *“An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” 15126.6(f)(3).*

Key elements of the proposed project (Development Options A, D1-A, D1-B and D1-C) and development alternatives (Alternatives B, C, D, D1, E, F, G and I) are identified in Table 5.1.A. Each of these development alternatives is analyzed in Sections 5.3 through 5.9. For each development alternative, the analysis provides a description of the alternative, an assessment of the impacts of the alternative, and the significance of those impacts. Per the CEQA Guidelines Section 15126.6(d), significant effects of an alternative shall be discussed, but may be in less detail than the significant effects of the project as proposed). The No Project Alternatives (Existing Conditions Alternative and No Project-Implementation of Existing General Plan Alternative) and alternative locations are discussed in Section 5.10 through 5.12. Section 5.13 provides a comparison of the alternatives relative to the proposed project (Development Options A, D1-A, D1-B, and D1-C), specifically addressing project objectives, feasibility, the elimination or reduction of impacts, and comparative merits. Alternatives to the Five Points realignment are discussed in Section 5.15.

The project objectives identified in Chapter 3.0 are repeated below for reference:

- C** Enhance the economic vitality of the City of Burbank and provide the City of Burbank with property tax, sales tax, and other revenue opportunities.
- C** Minimize impacts to the environment through sensitive land use planning and implementation of comprehensive site development standards.
- C** Develop a master plan for development to be included in PD No. 97-3 that is thematically coherent and presents aesthetically pleasing architecture, landscaping, materials, and signage.
- C** Maintain low building profiles in areas closest to adjacent residential neighborhoods.
- C** Provide a land use plan that is sensitive to, and compatible with, adjacent residential uses.
- C** Maximize compatibility between allowed uses on the project site and adjacent land uses.
- C** Allow for the transition of the site from vacant property to new uses that can provide jobs and economic activity, to promote economic revitalization and growth in conjunction with the goals, programs, and policies included in the City of Burbank General Plan and the Golden State Redevelopment Project Area Plan.

Table 5.1.A - Project Components for the Burbank Empire Center Development Project Options and Alternatives

	Square Feet of Development										Rooms	Sq. Ft.	
	Office	Commercial (B-199 Site)	Retail (B-1 Site)	Fast Food	High Turnover Sit-Down Restaurant	Quality Restaurant	Other Retail ⁽¹⁾	Auto Sales	Studios	Industrial	Research & Development	Hotel(s)	Total ⁽²⁾
Proposed Project - Development Options													
Option A	1,057,800	130,788	632,486	38,500	40,200	52,000	29,750	0	0	0	0	350	1,981,524
Option D1-A	600,000	0	443,973	13,000	23,500	55,000	94,527	255,000	0	0	0	350	1,485,000
Option D1-B	110,000	0	442,645	12,500	24,000	20,000	99,174	255,000	300,560	0	0	350	1,263,879
Option D1-C	570,000	155,804	449,961	11,300	29,167	30,000	109,150	86,100	0	0	0	350	1,441,482
Project Alternatives													
Alternative B	1,357,000	130,788	516,486	21,500	33,700	52,000	49,250	0	0	0	0	0	2,160,724
Alternative C	1,425,300	130,788	516,936	21,500	17,300	91,500	33,200	0	0	0	0	0	2,236,524
Alternative D	1,057,800	0	606,350	33,000	30,900	52,000	29,750	166,888	0	0	0	0	1,976,688
Alternative D-1	360,000	0	266,384	7,800	14,100	33,000	56,716	153,000	0	0	0	210	891,000
Alternative E	1,160,000	0	453,500	31,000	8,000	40,000	87,500	166,888	0	0	0	350	1,946,888
Alternative F	1,057,800	0	632,486	33,000	30,900	52,000	29,750	58,205	0	0	0	350	1,894,141
Alternative G	0	0	0	0	0	0	0	0	0	0	2,218,293	0	2,218,293
Alternative H	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternative I	0	0	0	0	0	0	0	0	0	2,218,293	0	0	2,218,293

⁽¹⁾ Other Retail includes car wash, dry cleaner with drive-through, bank with drive-in, one-hour photo with drive-through, gas station, and/or specialty retail. Components of Other Retail vary by alternatives.

⁽²⁾ Total square footage does not include hotel.

- C Provide for the master planned development of the currently vacant, approximately 101 acre, former Lockheed B-1 and B-199 manufacturing sites, and approximately two acres of several parcels fronting on Victory Boulevard, Victory Place, and Burbank Boulevard, with a mix of non-residential uses, potentially including commercial, retail, hotel, auto dealership, studio, and office uses.
- C Provide an economical reuse of this important parcel while mitigating traffic impacts, especially at the Five Points intersection.

5.2 PROJECT/ALTERNATIVES DESCRIPTIONS

The following alternatives are identified as potential alternatives to implementation of the proposed project. Note that Development Options A, D1-A, D1-B, and D1-C are the proposed project development scenarios described in Chapter 3.0, Project Description, which are briefly described below for reference purposes.

Development Option A

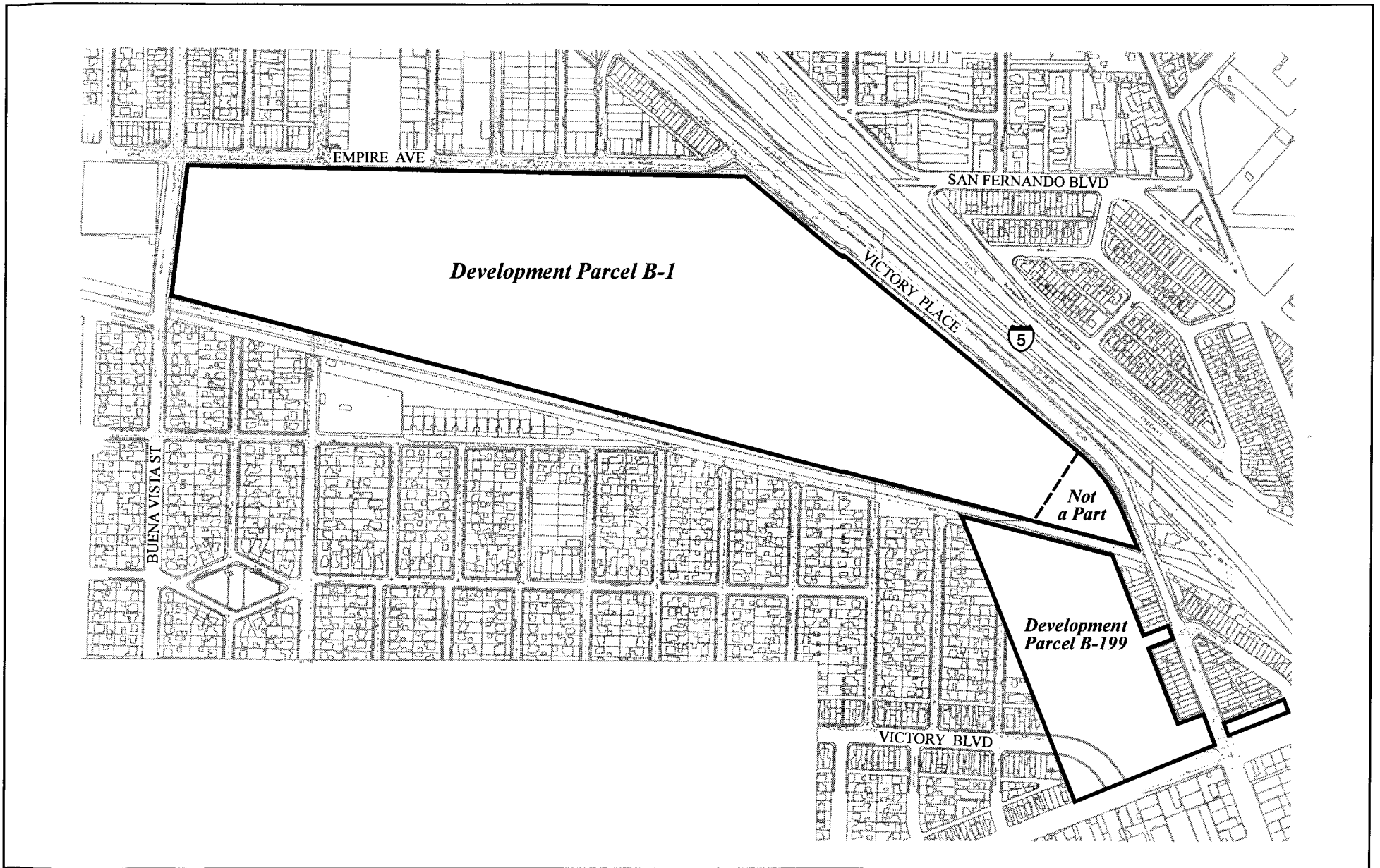
This development option proposes a 130,788 square foot (sf) neighborhood center on the B-199 site and 662,236 sf of retail uses, 1,057,800 sf of office uses, two hotels with a total of 350 hotel rooms, 130,700 sf of fast food and restaurant uses, and a 15,000 sf electrical substation on the B-1 site. In addition, the property boundaries of the B-199 site will be expanded to include several parcels fronting on Victory Boulevard, Victory Place, and Burbank Boulevard (known as the Five Points intersection). These parcels will be acquired as a means to facilitate realignment of the intersection of Victory Place, Victory Boulevard, and Burbank Boulevard to reduce traffic impacts. Addition of the Victory Boulevard and Burbank Boulevard intersection to the proposed project is addressed in Chapter 3.0, Project Description. The B-1 and B-199 development parcels are shown in Figure 5.2.1. The detailed site plan for Development Option A is shown in Figure 5.2.2.

Development Option D1-A

This development option consists 538,500 sf of retail uses, 91,500 sf of fast food and restaurant uses, two hotels with a total of 350 hotel rooms, 600,000 sf office center, 255,000 sf auto sales (including a car wash and limited auto service uses), a freestanding, lighted readerboard sign 100 feet in height, and a 15,000 sf electrical substation. In addition, Development Option D1-A includes realignment of the Five Points intersection, as described above for Option A and also in Chapter 3.0, Project Description. Table 5.1.A provides a comparison of square footage by use for all development options and alternatives. The detailed site plan for Development Option D1-A is shown in Figure 5.2.3.

Development Option D1-B

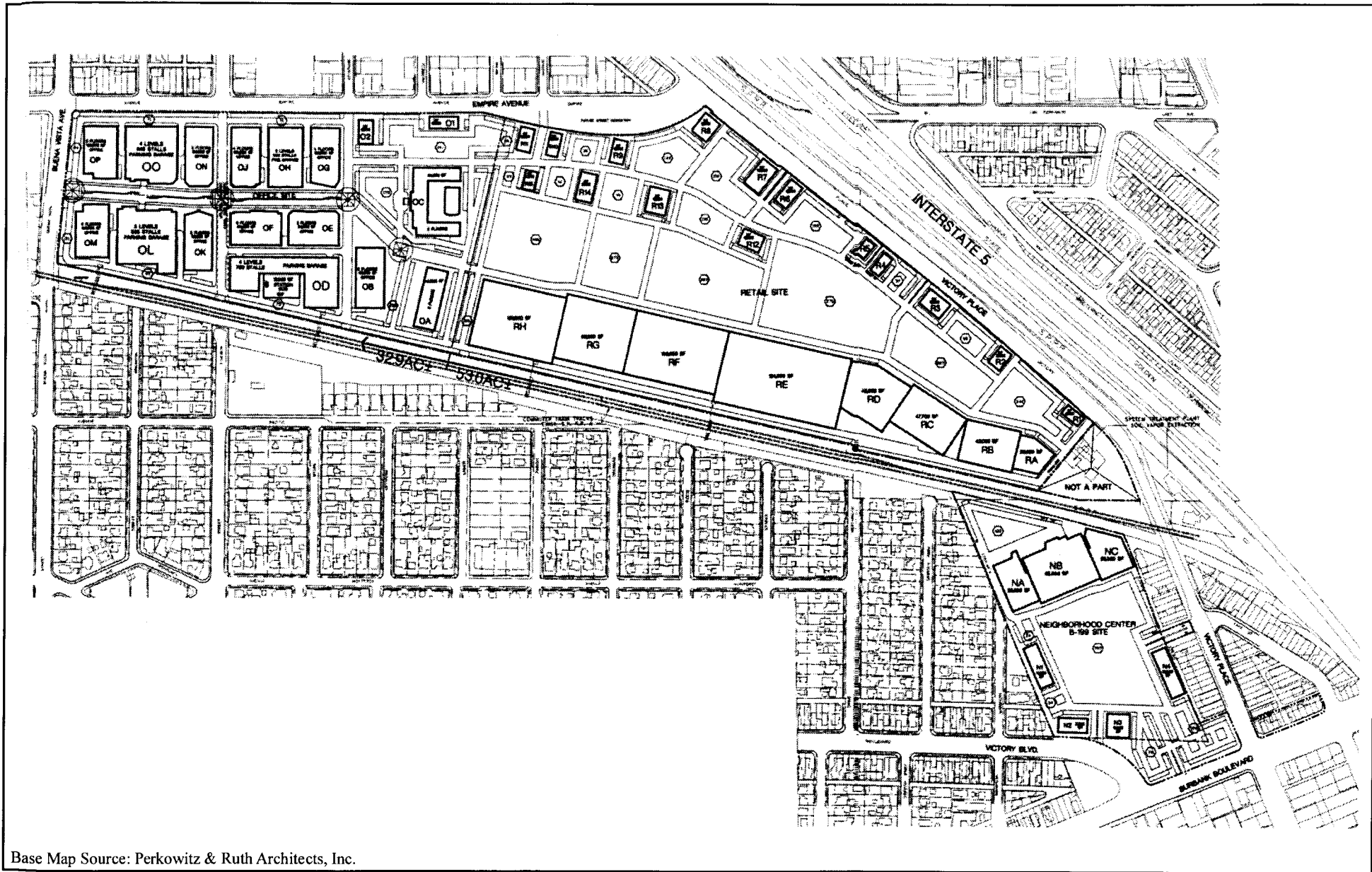
This development option consists of 541,819 sf of retail uses, 56,500 sf of restaurant and fast food uses, 110,000 sf of office uses, two hotels with a total of 350 rooms, 255,000 sf of auto sales, a 300,560 sf studio complex, and a 15,000 sf electrical substation. In addition, Development Option D1-B includes realignment of the Five Points intersection, as described above for Option A and also in Chapter 3.0, Project Description. The detailed site plan for Development Option D1-B is shown in Figure 5.2.4.



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Figure 5.2.1





Base Map Source: Perkowitz & Ruth Architects, Inc.

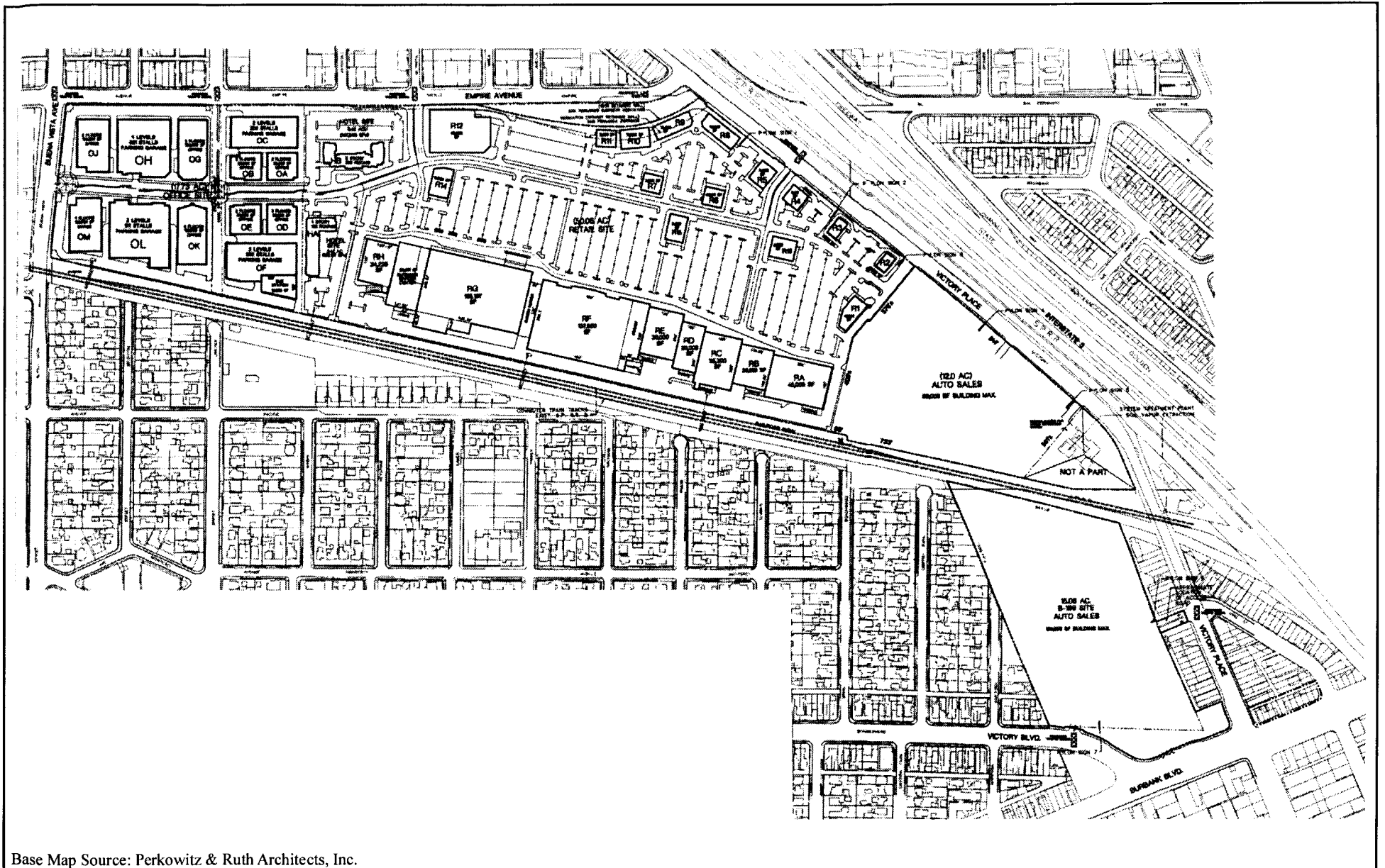
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LSA No Scale

Figure 5.2.2

Detailed Site Plan - Development Option A



Base Map Source: Perkowitz & Ruth Architects, Inc.

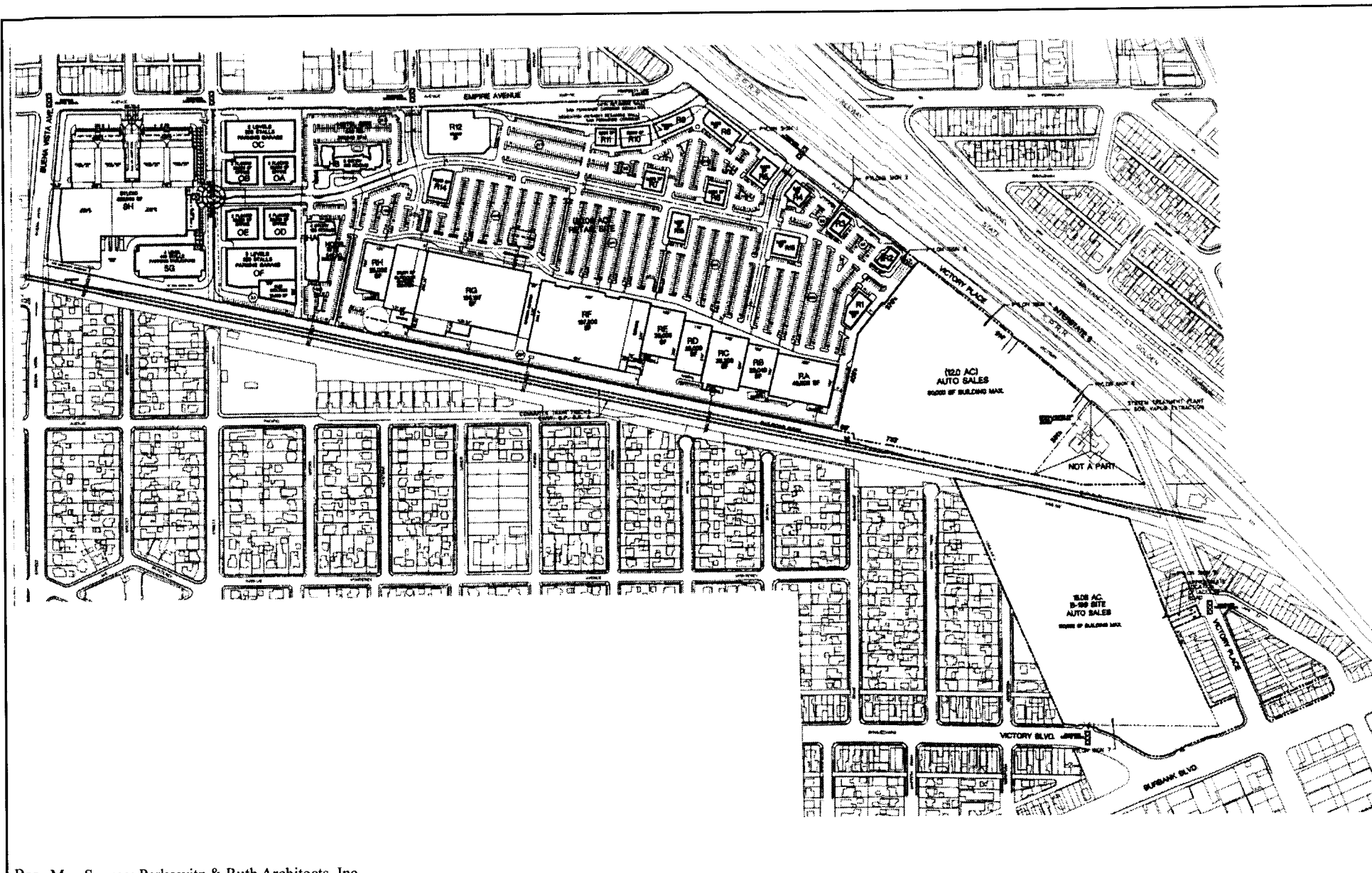
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LSA No Scale

Figure 5.2.3

Detailed Site Plan - Development Option D1-A



Base Map Source: Perkowitz & Ruth Architects, Inc.

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Figure 5.2.4

Development Option D1-C

This development option consists of 559,111 sf of retail uses, 70,467 sf of restaurant and fast food uses, 570,000 sf of office uses, two hotels with a total of 350 rooms, 86,100 sf of auto sales, 155,804 sf of retail warehouse use, and a 15,000 sf electrical substation. In addition, Development Option D1-C includes realignment of the Five Points intersection, as described above for Option A and also in Chapter 3.0, Project Description. The detailed site plan for Development Option D1-C is shown in Figure 5.2.5.

Alternative B

This alternative consists of construction of 130,788 sf of neighborhood commercial uses, 565,736 sf of retail uses, 1,357,000 sf of office uses, 107,200 sf of restaurant/fast food uses, and a 15,000 sf electrical substation. Alternative B includes realignment of the Five Points intersection.

Alternative C

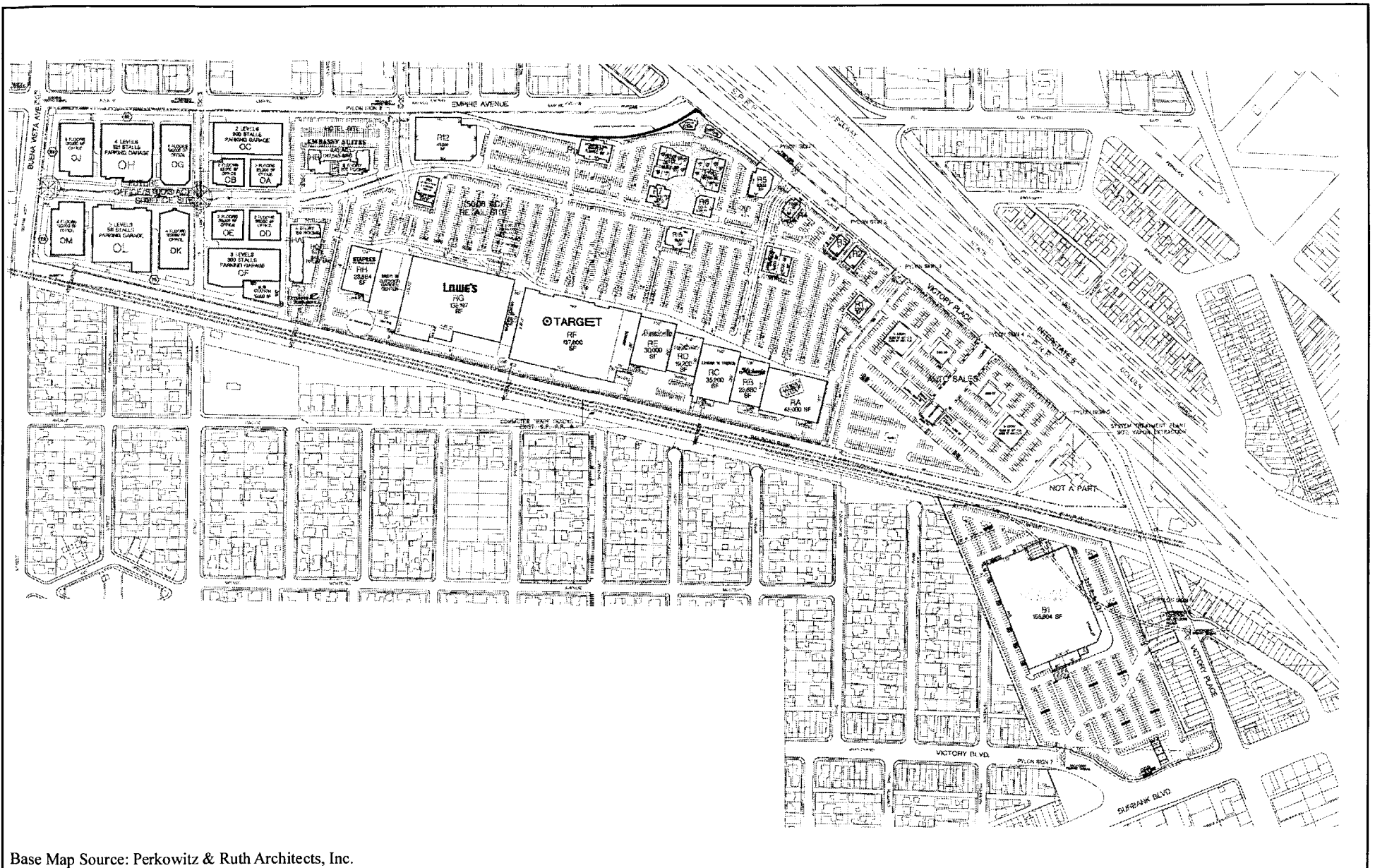
This alternative consists of construction of a mixed-use development that incorporates uses allowed in the C4 zone, and consists of 130,788 sf of neighborhood commercial uses, 550,136 sf of retail uses, 1,425,300 sf of office uses, 130,300 sf of restaurant/fast food uses, and a 15,000 sf electrical substation. This alternative has been developed to assess the potential effects of implementing a commercial development with a mixed use component. Alternative C includes realignment of the Five Points intersection.

Alternative D

This alternative consists of construction of a reduced level of development with an auto sales component on the B-199 site. This alternative consists of 166,888 sf of auto sales (with an ancillary car wash), 636,100 sf of retail uses, 1,057,800 sf office uses, 115,900 sf of restaurant/fast food uses, and a 15,000 sf electrical substation. Alternative D includes realignment of the Five Points intersection.

Alternative D1

This alternative assumes development of the B-1 and B-199 parcels with the same uses and in the same configuration as Development Option D1-A, but with a 40 percent reduction in square footage. Therefore, Alternative D1 proposes 360,000 sf office uses, 323,100 sf retail uses, 54,900 sf restaurant and fast food uses, 153,000 sf auto sales, 210 hotel rooms in one or two hotels, and a 15,000 sf electrical substation. Alternative D1 includes realignment of the Five Points intersection.



Base Map Source: Perkowitz & Ruth Architects, Inc.

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LSA No Scale

Figure 5.2.5

Detailed Site Plan - Development Option D1-C

Alternative E

This alternative consists of a 166,888 sf auto sales with car wash component on the B-199 portion of the project site, and 1,160,000 sf of office uses, 541,000 sf of retail uses, 79,000 sf of restaurant/fast food uses on the B-1 portion of the project site, a 350 room hotel(s), and a 15,000 sf electrical substation. Alternative E includes realignment of the Five Points intersection.

Alternative F

This alternative consists of 1,057,800 sf of office uses, 662,236 sf of commercial retail uses, 115,900 sf of restaurant uses, 58,205 sf of auto sales, a 350 room hotel(s), and a 15,000 sf electrical substation. In addition, Alternative F includes realignment of the Five Points intersection.

Alternative G

This alternative assumes full development of the B-1 and B-199 parcels as Research and Development uses, rather than Industrial Park (as assumed in Alternative I, No Project - Implementation of Existing Plan). The assumed square footage of development will be 1,919,471 sf on the B-1 site and 298,822 sf on the B-199 site. This alternative also includes a 15,000 sf electrical substation. Alternative G includes realignment of the Five Points intersection.

Alternative H

No Project - Existing Conditions. No new development would be constructed on the project site. Analysis of this alternative is required under CEQA (also considered the No Project Alternative).

Alternative I

No Project - Implementation of Existing Plan/ISR Practical Results of Not Proceeding with Project. This alternative consists of build out of the project site with 2,218,293 sf of uses consistent with the existing "Industrial" designation of the Land Use Element. This alternative also proposes a 15,000 sf electrical substation. Alternative I includes realignment of the Five Points intersection.

Alternative J (Alternative Sites)

Potential alternative locations for the proposed Burbank Empire Center project have been identified in Section 5.12. The feasibility of alternative sites has been evaluated based on the ability of these sites to meet the basic project objectives and eliminate or

minimize identified significant environmental impacts associated with the Burbank Empire Center project.

5.3 ALTERNATIVE B

This alternative shows a 130,788 sf neighborhood center on the B-199 site and 565,736 sf of retail uses, 1,357,000 sf of office uses, 107,200 sf of fast food and restaurant uses and a 15,000 sf electrical substation. The site plan for Alternative B is shown in Figure 5.3.1.

Attainment of Project Objectives

Alternative B meets all of the project objectives.

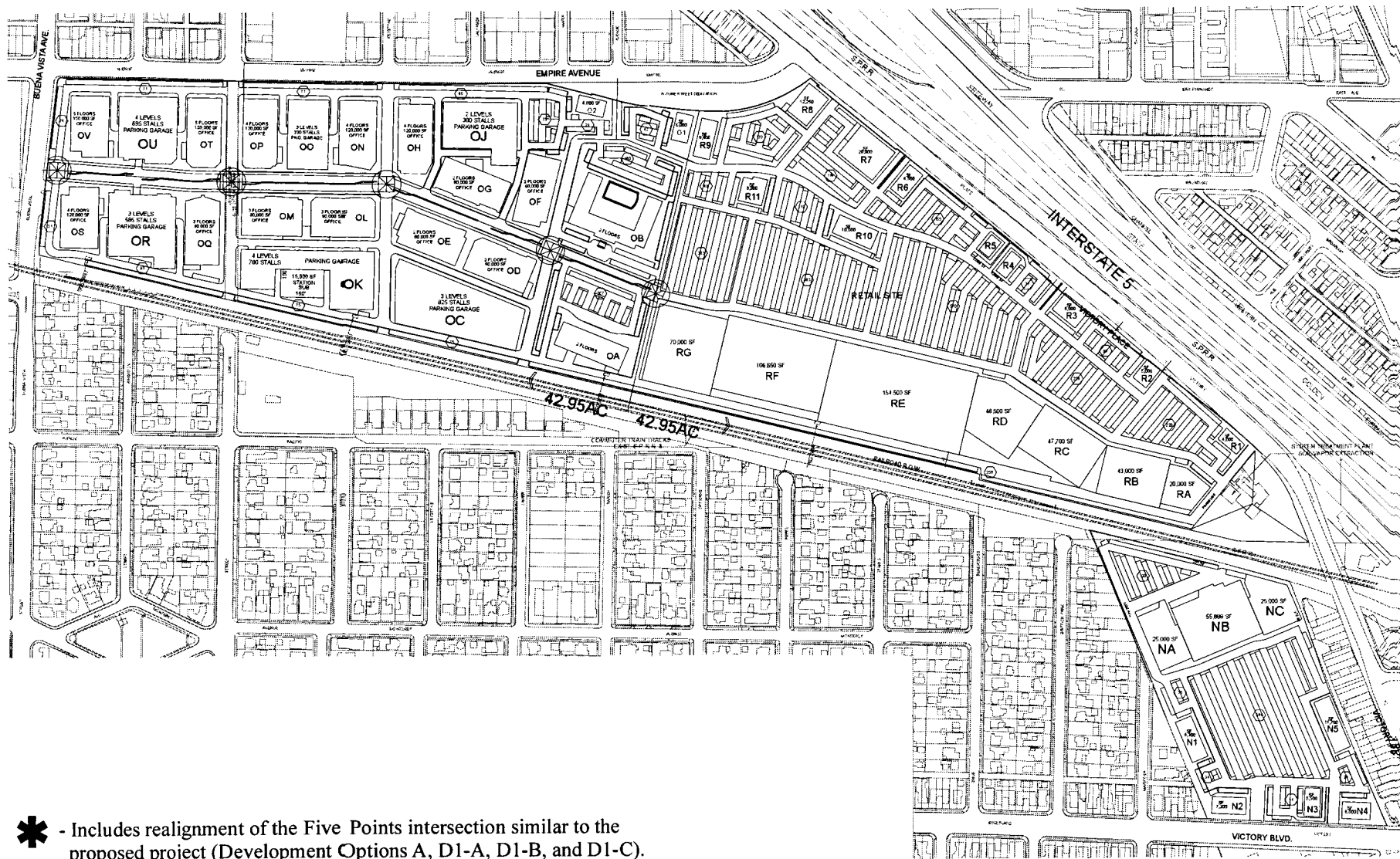
Land Use

The discretionary land use actions for Alternative B would be identical to the four development option scenarios requiring amendments to the General Plan and a change in zoning designation. This alternative would be consistent with the City's General Plan goals and policies and the intent of the City's zoning ordinance. However, the Five Points intersection realignment would not be among the project approvals required for this alternative.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel, and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not occupied by sensitive receptors.

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative B is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative B reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition from defense related manufacturing to freeway oriented commercial and office uses



Base Map Source: Perkowitz & Ruth Architects, Inc.

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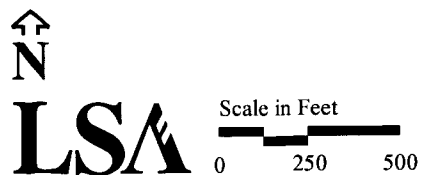


Figure 5.3.1

Detailed Site Plan - Alternative B

provides a change from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative B, similar to Development Options A, D1-A, D1-B, and D1-C, would require several signs and an electronically lighted reader board sign. Signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) and electronically lighted reader board sign proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative B and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail components (and studio component) on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, Alternative B and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative B nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative B or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in Alternative B. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative B or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative B will result in a potentially significant noise impact due to noise generated on site related to back-of-building loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative B will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative B will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

Alternative B and Option A both show neighborhood commercial uses on the B-199 site. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity to the west of the B-199 portion, especially on Mariposa Street, will view the transition from the residential neighborhood to the commercial shopping center as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of

the abrupt boundary, because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences. As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall and building setback requirement is to provide a buffer between potentially incompatible land uses.

While Options D1-A and D1-B each show auto dealership use on the B-199 site, Alternative B shows neighborhood commercial shopping center use. For Alternative B, the block wall and building setback would reduce off-site land use impacts to the residences to the west of the B-199 site. The residences to the west of the B-199 site would be most affected by the auto dealership use as proposed with Options D1-A and D1-B. The auto service is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings. Alternative B and Options D1-A and D1-B would all provide for a block wall and building setbacks, which would minimize off-site effects on the residences to the west of the B-199 site.

Option D1-C provides for a retail club warehouse use on the B-199 portion of the site and would result in similar off-site effects as the neighborhood commercial shopping center shown with Alternative B. The building setback of the retail club warehouse use would be greater than the neighborhood commercial use, creating a greater separation between the proposed structures and the existing adjacent residences. In addition, as part of the PD requirements, the block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

On-Site Uses

Compared to Development Option A, retail uses are reduced, and office and restaurant/fast-food uses are increased with Alternative B. The retail uses proposed in this alternative are reduced by 96,500 sf, and the office uses are increased by 299,200 sf. Restaurant/fast-food uses are decreased by 21,500 sf. Although the total building square footage is increased by nine percent, the effects of Alternative B land uses on residential uses to the north and south would be slightly reduced compared to Option A. This is due primarily to the decrease in retail use, which generates a substantial portion of on-site activity and traffic trips. The increase of square footage in office use would not generate the same intensity of impacts as an increase in retail use, i.e., traffic, noise, air quality, and visual. Due to the reduction in retail uses, the overall amount of on-site activity and the number of vehicular trips generated compared to Option A would be reduced, as would associated traffic, noise, and air quality impacts.

Compared to Development Option D1-A, office uses, retail uses, and restaurant and fast food uses are increased with this alternative. Office uses are increased by 757,000 sf, retail uses are increased by 27,236 sf, and restaurants and fast food uses are increased

by 15,700 sf. However, Option D1-A shows two hotels with a total of 350 hotel rooms, whereas Alternative B does not. In addition, Option D1-A shows an auto sales component on the B-199 site, while Alternative B shows a neighborhood commercial center. Auto sales would generate different types of impacts from a neighborhood commercial center, such that lighting impacts may be greater. However, since the auto sales use would not operate at night, less nighttime noise would be generated from the B-199 site. Overall, Alternative B results in a total increase of 675,724 sf of development on both the B-1 and B-199 sites and would increase on-site activity compared to Option D1-A. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative B would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with Option D1-A due to the auto sales use. However, since the auto sales use would not operate past 9:00 p.m., less noise would be generated from the B-199 site compared to neighborhood commercial use. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-B, Alternative B shows an increase of 1,247,000 sf of office uses, an increase of 50,700 sf of restaurant and fast food uses and an increase of 23,917 sf of retail uses. However, Option D1-B provides for two hotels for a total of 350 hotel rooms, 255,000 sf of auto sales, and 300,560 sf of studio uses, whereas Alternative B does not. Auto sales would generate different types of impacts from a neighborhood commercial center, such that lighting impacts may be greater. However, since the auto sales use would not operate at night past 9:00 p.m., less noise at night would be generated from the B-199 site. Overall, Alternative B results in a total increase of 896,845 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-B. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative B would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with Option D1-B due to the auto sales use. However, since the auto sales use would not operate past 9:00 p.m., less noise would be generated from the B-199 site compared to neighborhood commercial use. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-C, office uses, retail uses, and restaurant and fast-food uses are increased with Alternative B. Office uses are increased by 787,000 sf, retail uses are increased slightly by 6,625 sf, and food uses are increased by 36,733 sf. Option D1-C shows two hotels with a total of 350 hotel rooms, whereas Alternative

B does not. Overall, Alternative B results in a total increase of 719,242 sf of development on the site and would increase activity compared to Option D1-C. Option D1-C shows auto sales but only on the B-1 site while on the B-199 site, a retail club warehouse club use is shown. As previously described, the retail club warehouse use would result in similar off-site effects as the neighborhood commercial shopping center shown with Alternative B. The building setback of the retail club warehouse use would be greater than the neighborhood commercial use, creating a greater separation between the proposed structures and the existing adjacent residences. However, as part of the PD requirements, a block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Based on this information, implementation of Alternative B would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

After implementation of mitigation, Alternative B and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Population and Housing

Alternative B would neither provide any housing nor affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative B would provide a greater number of employment opportunities than Development Options A, D1-A, D1-B or D1-C, given the higher building square footage. Alternative B is projected to create approximately 5,082 jobs for the City of Burbank and the surrounding jurisdictions, which is 11 percent higher than Option A, 47 percent higher than Option D1-A, 129 percent higher than Option D1-B and 54 percent higher than Option D1-C. Overall, the increase in employment opportunities identified for Alternative B would be a beneficial impact to the City and the region.

All four development options and Alternative B would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 5,082 jobs projected for Alternative B. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B, or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative B and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative B would require a similar amount of grading and site preparation as that required for Development Options A, D1-A, D1-B, or D1-C. Impacts associated with grading, such as increased fugitive dust within which VOCs are entrained, and potentially greater risk to human health associated with exposure to hazardous materials, would be similar to that identified with Development Options A, D1-A, D1-B, and D1-C. The number of buildings and total building square footage would increase by 179,200 sf compared to Option A, by 675,724 sf compared to Option D1-A, by 896,845 sf compared to Option D1-B and by 719,242 sf compared to Option D1-C. Alternative B, as well as all other alternatives, will incorporate structural designs that would avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantial differences in geotechnical considerations between Alternative B and Options A, D1-A, D1-B, and D1-C. After implementation of mitigation, Alternative B and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative B would require approximately 960,885 gpd of potable water while Option A would require 995,857 gpd. An impact is considered significant if the project demand exceeds projected City of Burbank water supplies and/or the City of Burbank cannot provide water to satisfy demand. Demand for potable water service would be less than with Option A, but not enough to be a substantial or significant decrease. Domestic water services provided by the City of Burbank will be available as needed¹ to satisfy demand from this alternative.

Alternative B would require approximately 960,885 gpd while Options D1-A, D1-B, and D1-C would require 730,132 gpd, 409,937 gpd, and 592,445 gpd, respectively. The increase in potable water demand of Alternative D over these development options is considered a substantial difference. However, domestic water services provided by the City of Burbank will be available as needed² to satisfy demand from the larger project alternative.

¹ Memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999.

² Memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999.

Drainage/Flood Control

The effects of Alternative B on drainage and flood control would be similar to those of Development Option A. This alternative would result in a similar amount of surface runoff since, as with any of the alternatives, the entire project site will be developed with either structures and paved parking lots or parking structures.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The water would then flow onto the main parking lot north of the major retail buildings. This parking lot at the northeast end of the site would be designed to allow water to pond without entering the buildings. The flow would be contained in the lower areas of the lot with a maximum flooded width of 200 feet and a maximum depth of 1.5 feet. At the southeast end of the lot, the water would be moving slowly, due to the large, but shallow, flooded area. At the southeast end of the parking lot north of the railroad tracks on the B-199 site, the stormwater would flow from the parking area over the sidewalk and curb onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Compared to Development Options D1-A and D1-C, Alternative B would have similar impacts on drainage since flooding impacts to on-site parking areas, public parkways and sidewalks, and Victory Place would remain significant after mitigation. These impacts, especially to Victory Place, allowing episodic closures of this public street and contributing increased flow, are considered significant.

Alternative B would have greater overall drainage and flooding effects than Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4 Water Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative B, the drainage conditions on the remainder of the site will be the same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative B would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative B does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B or D1-C. Although

Alternative B requires a similar demand of potable water compared to Option A and a substantially increased demand compared to Options D1-A, D1-B, and D1-C, the change in demand is not significant. Alternative B and Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.3.A below, Alternative B would result in 61,427 total daily trips, 11 percent fewer total daily trips than Development Option A, 13 percent greater than Option D1-A, 14 percent greater than Option D1-B and 14 percent greater than Option D1-C.

Table 5.3.A - Alternative B Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		P.M. Peak Hour			
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative B	61,427	3,430	1,202	4,632	2,440	3,924	6,364

Source: Parsons Brinckerhoff, 1998 and 1999.

The City of Burbank defines a significant adverse impact on traffic as occurring when an intersection has a peak hour LOS E or F, and the project traffic increases the peak hour intersection volume/capacity ratio by at least 0.02 at future project build out compared to the future with No Project scenario (No Build Alternative).

Based on this criterion, and as shown in summary tables 5.13.F and 5.13.G, Alternative B and Development Option A would create a significant adverse impact of LOS E or F at eight intersections in the a.m. peak hour. Options D1-A, D1-B and D1-C would each result in a significant adverse impact at six intersections in the a.m. peak hour. For the p.m. peak hour intersection LOS, 10 intersections would result in LOS E or F for Development Option A and Alternative B. Options D1-A, D1-B, and D1-C would each result in significant adverse impact at eight intersections in the p.m. peak hour.

For the regional highway system, the Los Angeles County Metropolitan Transportation Authority (LACMTA) defines a significant project impact as occurring when the proposed project increases traffic demand on a Congestion Management Program (CMP) facility by two percent of capacity, causing or worsening LOS F. Table 5.13.J provides a summary comparison of freeway impacts for Development Options A, D1-A, and D1-B, and all alternatives, including Alternative B.

Alternative B would result in significant a.m. peak hour impacts on the southbound I-5 from Osborne Street to Buena Vista Street, while Development Option A would not. Option A results in significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista Street. Both Option A and Alternative B would result in significant a.m. peak hour impacts on westbound SR-134 from the Glendale Freeway to I-5. In the p.m. peak hour, Option A and Alternative B would result in significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to Osborne Street, and also on eastbound SR-134 from I-5 to the Glendale Freeway. Option A also has significant p.m. peak hour impacts on southbound I-5 from the Ventura Freeway to Colorado Boulevard, while Alternative B does not. On the other hand, Alternative B has a significant a.m. peak hour impact on southbound I-5 from the Ventura Freeway to Los Feliz Boulevard, while Option A does not.

Development Options D1-A and D1-B both have significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista, and westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Options D1-A and D1-B have significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Options D1-A and D1-B, Alternative B would result in greater peak hour impacts on the regional freeway system, namely on northbound and southbound I-5 from Osborne Street to the Hollywood Freeway. Alternative B, similar to Option D1-B, does not result in significant impacts on southbound I-5 from the Ventura Freeway to Burbank Boulevard, while Option D1-A does. In addition, Alternative B would result in significant impacts on eastbound and westbound SR-134 from Concord to Route 2; Options D1-A, D1-B, and D1-C do not have this impact.

Development Option D1-C has significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street, and on westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Option D1-C has significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-C, Alternative B would result in greater peak hour impacts on the regional freeway system, namely on northbound I-5 from Osborne Street to the Hollywood Freeway and on southbound I-5 from Laurel Canyon to Osborne Street and from Los Feliz Boulevard to the Ventura Freeway. Alternative B would also result in significant peak hour impacts on eastbound and westbound SR-134 from I-5 to Route 2, while Option D1-C results in significant impacts only on eastbound and westbound SR-134 from I-5 to Concord Street.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot

be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Alternative B does not avoid or substantially lessen significant effects on intersection level of service or the regional highway system when compared to Options A, D1-A, D1-B, or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips associated with Alternative B would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, Alternative B would generate a total of 61,427 vehicular trips from the project site.

Data in Table 5.3.B show that there would be no exceedance of either the State or federal CO standards for the one hour or the eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.8 to 12.4 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from 6.1 to 8.6 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO hot spots were identified, no nearby sensitive receptors (i.e., residences) would be affected by project related local air quality impacts.

**Table 5.3.B - Carbon Monoxide Concentrations, ppm
Alternative B**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	10.4	7.2
	25	10.0	6.9
	30	9.7	6.7
	35	9.5	6.6
Buena Vista Street & Thornton Avenue	18	9.4	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Empire Avenue	18	12.4	8.6
	23	11.5	8.0
	28	11.0	7.6
	33	10.6	7.4
Buena Vista Street & Vanowen Street	15	10.9	7.6
	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
Buena Vista Street & Victory Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Burbank Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.3.B - Carbon Monoxide Concentrations, ppm
Alternative B (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
	35	9.3	6.5
Hollywood Way & Victory Boulevard	20	9.5	6.6
	25	9.3	6.5
	30	9.1	6.3
	35	9.0	6.2
Hollywood Way & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Hollywood Way & Alameda Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.8	6.8
	29	9.6	6.7
	34	9.4	6.5
	39	9.3	6.5

Source: LSA Associates, Inc. 1998.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

The AQMP consistency analysis for Alternative B has results similar to Development Options A, D1-A, D1-B or D1-C. The AQMP control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission and alternative fuel vehicles, and infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202

This project alternative is subject to the requirements of SCAQMD Rule 2202. The purpose of Rule 2202 - On Road Motor Vehicle Mitigation Options is to reduce mobile emissions associated with employee commute trips to comply with federal and State Clean Air Act requirements. As of January 1, 1997, this Rule applies to any employer who employs 250 or more employees and provides a menu of options for reducing employee work trips. Regulated businesses are required to submit an emission reduction program that includes an emission reduction target (ERT) and means for achieving the identified ERT. Alternative B, as with Development Options A, D1-A, D1-B, and D1-C, is subject to Rule 2202. Therefore, there is no substantive difference between Alternative B and the four development option scenarios.

Construction Emissions

The short-term construction impacts of Alternative B are similar to Development Options A, D1-A, D1-B, and D1-C. The level of significance before mitigation is significant. Mitigation measures would apply to this alternative, since they apply to the development option scenarios to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative B does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Regional Emissions***Stationary Sources***

Proposed on-site uses under Alternative B would consume natural gas and electricity. Based on Table A9-11 and Table A9-12 in SCAQMD CEQA Air Quality Handbook, Alternative B is estimated to generate criteria pollutant emissions, as shown in Table 5.3.C.

Table 5.3.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Alternative B					
Electricity Usage	17.59	0.88	101.13	10.55	3.52
Natural Gas Usage	3.36	0.89	20.18	— ¹	0.03
Subtotal Emissions	21.0	1.8	121.3	10.6	3.6
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0

Source: LSA Associates, Inc. 1998.

Mobile Sources

The traffic study indicated that 61,427 vehicular trips are associated with the proposed on-site uses under this project alternative. Based on the latest URBEMIS5 air quality model, the proposed land uses are estimated to generate criteria pollutant emissions, as summarized in Table 5.3.D.

Table 5.3.D - Total Regional Emissions (pounds/day)

Category	CO²	ROC³	NO_x	SO_x	PM₁₀
Stationary Sources	21.0	1.8	121.3	10.6	3.6
Mobile Sources	3849.7	286.8	453.4	54.0	80.3
Subtotal Emissions	3871	288	575	65	84
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1998.

Total Regional Emissions

Total emissions from long-term project operations would be 3,871 lbs/day of CO, 288 lbs/day of ROC, 575 lbs/day of NO_x, 65 lbs/day of SO_x, and 84 lbs/day of PM₁₀, as shown in Table 5.3.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations. Mitigation measures would be required to reduce air quality impacts under Alternative B.

Alternative B would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C and would be below the federal and State standards

¹ Negligible amount.

² Calculated in winter for worst case scenario.

³ TOG emissions multiplied by a factor of 0.9.

for both the one hour and eight hour CO concentrations. Total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four project development options. This project alternative would have air quality impacts similar to those of Development Options A, D1-A, D1-B, and D1-C.

Alternative B does not avoid or substantially lessen significant effects on total regional emissions when compared to Development Options A, D1-A, D1-B or D1-C. Alternative B increases significant effects when compared to Development Option D1-C.

Noise

Rail Noise

Alternative B would not result in significant changes to the rail operations in the project area. Train noise exceeding 60 dBA Ldn and high single event noise from train operations would continue to expose residents to train noise similar to the proposed project. The structural walls proposed for buildings on the project site would have a small effect on train noise in the residential neighborhood to the south of the tracks. Direct train noise to these residences is significantly higher than train noise deflected by the structural walls of buildings and through the moving train to the residences; therefore, as with all the development option scenarios, the reflected train noise would add little to the direct train noise.

Traffic Noise

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic related noise conditions in the vicinity of the project and this alternative. The future with and without project condition average daily traffic (ADT) volumes in the area was calculated from the peak hour traffic volumes prepared in the Burbank Empire Center Traffic and Circulation Analysis (Parsons Brinckerhoff Quade & Douglas, Inc., October, 1998). The resulting noise levels are weighted and summed over 24 hour periods to determine the Ldn value. Ldn contours are derived through a series of computerized iterations to isolate the 60, 65, and 70 dBA Ldn contours for future traffic noise levels in the area.

Table 5.3.E provides the future Alternative B conditions noise levels adjacent to roads near the proposed project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.3.E show that, for most of the roadway segments analyzed in the project vicinity, the 70 dBA Ldn would be confined within the roadway right-of-way, except along Buena Vista Street north of San Fernando Boulevard, Hollywood Way north of Thornton Avenue, and Burbank Boulevard west of San Fernando Boulevard, where the 70 dBA Ldn would extend to 54, 58, and 54 feet, respectively, from the

Table 5.3.E - Alternative B Traffic Noise Level

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	36,730	54	111	236	68.3	1.3
Buena Vista St. ST to Thornton Ave.	21,440	< 50 ²	78	165	66.0	0.7
Buena Vista ST Thornton to Empire Ave.	21,240	< 50	78	164	66.0	1.0
Buena Vista ST Empire to Van Owen Ave.	34,610	< 50	107	227	68.1	1.2
Buena Vista ST Van Owen to Victory Blvd.	29,295	< 50	96	203	67.3	1.0
Buena Vista ST Victory to Burbank Blvd.	26,105	< 50	89	188	66.8	0.5
Buena Vista ST Burbank to Magnolia Ave.	26,705	< 50	90	191	66.9	0.2
Buena Vista ST Magnolia Ave to Olive Ave.	25,700	< 50	89	187	66.3	0.1
Buena Vista ST Olive Ave. to Alameda Ave.	25,955	< 50	90	188	66.4	0.0
Buena Vista ST S/O Alameda Ave.	28,950	< 50	96	202	66.9	0.1
Hollywood Way N/O Thornton Ave.	38,840	58	116	245	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	33,405	< 50	105	222	67.5	0.3
Hollywood Way Victory to Magnolia Ave.	23,630	< 50	85	177	66.0	0.2
Hollywood Way Magnolia to Alameda Ave.	27,745	< 50	94	196	66.7	0.1
Hollywood Way S/O Alameda Ave.	24,450	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	20,050	< 50	75	158	65.7	0.3
San Fernando Blvd. S/O Burbank Blvd.	13,010	< 50	60	120	63.4	0.5
San Fernando Blvd. W/O Buena Vista St.	25,620	< 50	88	186	66.8	0.3
San Fernando Blvd. E/O Buena Vista St.	33,570	< 50	104	222	67.9	0.9
Thornton Ave. W/O Hollywood Way	780	< 50	< 50	< 50	51.6	0.1
Thornton Ave. Hollywood to Buena Vista St.	6,340	< 50	< 50	75	60.7	1.0
Thornton Ave. E/O Buena Vista St.	5,080	< 50	< 50	65	59.7	0.9

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Table 5.3.E - Alternative B Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Empire Ave. W/O Buena Vista St.	13,700	< 50	59	123	64.0	1.4
Empire Ave. E/O Buena Vista St.	24,690	< 50	86	181	66.6	2.3
Van Owen Ave. W/O Buena Vista St.	12,920	< 50	55	117	64.9	0.8
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	20,620	< 50	77	161	65.8	0.6
Victory Blvd. Hollywood Way to Buena Vista St.	19,800	< 50	75	157	65.6	0.4
Victory Blvd. E/O Buena Vista St.	21,110	< 50	78	164	65.9	0.4
Burbank Ave. W/O Buena Vista St.	18,820	< 50	72	152	65.4	0.4
Burbank Ave. E/O Buena Vista St.	18,630	< 50	72	151	65.4	0.3
Burbank Blvd. W/O San Fernando Blvd.	37,150	54	112	238	68.4	0.4
Burbank Blvd. E/O San Fernando Blvd.	19,890	< 50	75	157	65.7	0.3
Magnolia Ave. W/O Hollywood Way	18,390	< 50	71	149	65.3	0.2
Magnolia Ave. Hollywood Way to Buena Vista St.	22,780	< 50	81	172	66.3	0.3
Magnolia Ave. E/O Buena Vista St.	24,310	< 50	85	180	66.5	0.1
Olive Ave. W/O Buena Vista St.	24,850	< 50	88	183	66.2	0.2
Olive Ave. E/O Buena Vista St.	24,580	< 50	87	181	66.2	0.2
Alameda Ave. W/O Hollywood Way	27,530	< 50	95	196	66.3	0.1
Alameda Ave. Hollywood Way to Buena Vista St.	20,815	< 50	81	164	65.1	0.2
Alameda Ave. E/O Buena Vista St.	19,470	< 50	78	157	64.8	0.1

Source: LSA Associates, Inc. 1998

roadway centerline. Traffic noise levels under future Alternative B conditions would increase slightly over the future no build (baseline) level. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. Therefore, the Alternative B scenario would have less than significant traffic noise impacts on off-site sensitive land uses. No mitigation measures are necessary.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C. As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative C to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with commercial retail/restaurant/office uses, such as loading and unloading activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established maximum ambient noise base level of 60 dBA Ldn, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without any mitigation, similar to the proposed project. On-site stationary source activities associated with Alternative B would potentially result in noise annoyance at the closest residences during the more sensitive nighttime hours.

Mitigation measures identified in Section 4.9, Noise, would apply to Alternative B to reduce on-site noise sources, such as loading/unloading activity. Mitigation requires that operations shall not exceed 60 dBA during the day and 50 dBA during nighttime hours, or the prevailing ambient noise levels, whichever is higher. This mitigation would lower Alternative B impacts to a less than significant level.

Implementation of Alternative B would result in traffic noise level changes similar to those of Development Options A, D1-A, D1-B, and D1-C. All traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources, under this project alternative, would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B, and D1-C.

With implementation of mitigation, Alternative B and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Alternative B would result in a total increase to the amount of development on the project site compared to Development Options A, D1-A, D1-B, and D1-C. Alternative B, as well as all four development option scenarios, would change the views of the existing site conditions. The most potentially affected residential area is located west of the B-199 site. This area would be subject to light and glare from the auto sales use (with Options D1-A and D1-B). However, mitigation such as directional lighting and light/glare shields will be implemented, and the required block wall would provide a buffer to reduce the light and glare effects.

Activities on the project site would increase with the increased density, thereby increasing environmental effects and creating additional visual, and light and glare issues with the adjacent sensitive land uses. Mitigation measures identified for all four development option scenarios would reduce these potential impacts to below a level of significance.

Therefore, when compared to all four development option scenarios, it is expected that development of Alternative B would result in similar aesthetic effects as Options A, D1-A, D1-B, and D1-C (after mitigation). With implementation of mitigation, Alternative B and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative B, the impacts to recreational facilities would be similar to that for Development Option A. However, compared to Options D1-A, D1-B, and D1-C, Alternative B would have greater impacts on recreational facilities due to the increased number of employees generated on site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative B and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C would also be needed for Alternative B.

This alternative would generate approximately 17,485 tons of solid waste annually compared to 14,867 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B and 11,228 tons/year for Option D1-C. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

Alternative B will require an estimated 16,205 KW at peak times, and will consume approximately 70,980 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW and an annual energy usage of 53,396 MWH, Option D1-B has a peak demand of 16,205 KW and an annual energy usage of 46,132 MWH and Option D1-C has a peak demand of 12,309 KW and an annual energy usage of 55,791 MWH. Given this information, Alternative B would have a slightly decreased demand on energy consumption compared to Option A, but an increased impact compared to Options D1-A, D1-B and D1-C. Alternative B includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative B would generate approximately 484,802 gallons per day (gpd) of wastewater discharge, which is 15,448 gpd less than Option A, 65,252 gpd more than Option D1-A, 158,802 gpd more than Option D1-B and 88,246 gpd more than Option D1-C. Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative B to reduce impacts.

Alternative B would generate 655 students, using the generation rate presented in Section 4.5, Public Services and Utilities. Compared to Option A, Alternative B would generate 67 additional students. Compared to Options D1-A, D1-B and D1-C, Alternative B would generate 209, 369 and 229 additional students, respectively. Mitigation measures identified for schools in Section 4.5 are applicable to this alternative to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative B would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. The increase of 179,200 sf over the largest development option (Option A) is not considered a significant difference in terms of impacts to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, impacts to police and fire would be significant for Alternative B, and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities to reduce impacts to below a level of significance.

Overall, there would be an increased demand on public services and utilities compared to all the development option scenarios, due to the increased density of building square footage. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative B and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of this alternative will have effects similar to the proposed project, which would also be considered less than significant. Alternative B and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.4 ALTERNATIVE C

Alternative C shows a 130,788 sf neighborhood center, 550,136 sf of retail uses, 1,425,300 sf of office uses, 130,300 sf of fast food and restaurant uses and a 15,000 sf electrical substation. A 15 acre “flex zone” is also shown under Alternative C that is located between the retail and the office components of the project. This “flex zone” allows for a 50-50 percent split between uses, which could be absorbed by either component, depending on demand. This alternative does not include a hotel component. The site plan for Alternative C is shown in Figure 5.4.1.

Attainment of Project Objectives

Alternative C meets all of the project objectives.

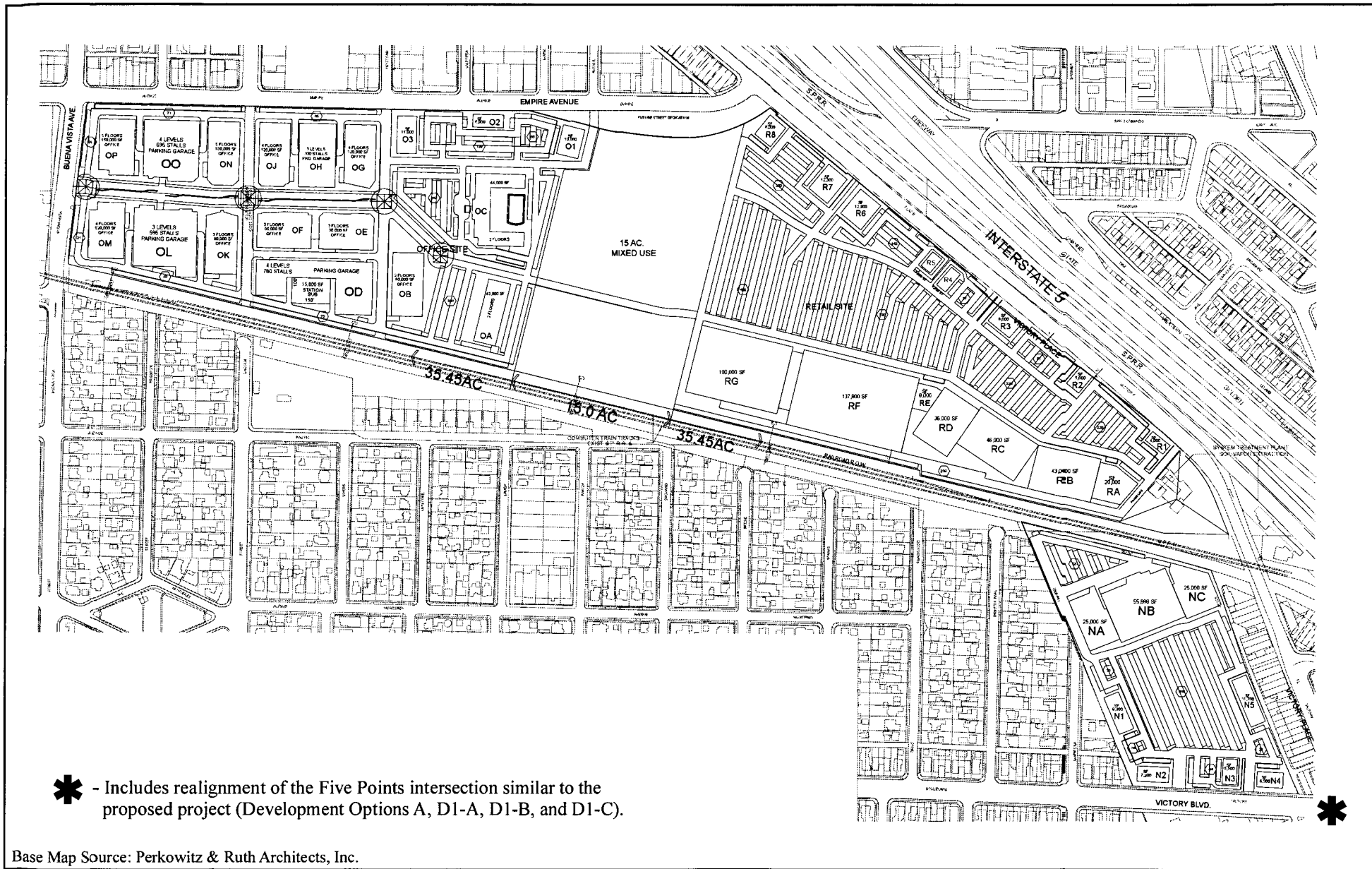
Land Use

The discretionary land use actions for Alternative C would be identical to the four development option scenarios requiring amendments to the General Plan and a change in zoning designation. This alternative would be consistent with the City's General Plan goals and policies and the intent of the City's zoning ordinance.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative C is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative C reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition from defense related manufacturing to freeway oriented commercial and office uses



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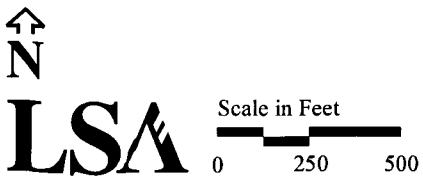


Figure 5.4.1

Detailed Site Plan - Alternative C

provides a change from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative C, similar to Development Options A, D1-A, D1-B, and D1-C, would require several signs and an electronically lighted reader board sign. Signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) and electronically lighted reader board sign proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative C and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail components (and studio component) on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, Alternative C and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative C nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative C or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in Alternative C. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative C or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative C will result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative C will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative C will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

Alternative C and Option A both show neighborhood commercial uses on the B-199 site. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to the commercial shopping center as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of the abrupt boundary,

because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

While Options D1-A and D1-B each show auto dealership use on the B-199 site, Alternative C shows neighborhood commercial shopping center use. For Alternative C, the block wall and building setback would reduce off-site land use impacts to the residences to the west of the B-199 site. With Options D1-A and D1-B, the residences to the west of the B-199 site would be most affected by the auto dealership use. The auto service is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings. As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall and building setback requirement is to provide a buffer between potentially incompatible land uses. Alternative C and Options D1-A and D1-B would all provide for a block wall and building setbacks, which would minimize off-site effects on the residences to the west of the B-199 site.

Option D1-C provides for a retail club warehouse use on the B-199 portion of the site and would result in similar off-site effects as the neighborhood commercial shopping center shown with Alternative C. The building setback of the retail club warehouse use would be greater than the neighborhood commercial use, creating a greater separation between the proposed structures and the existing adjacent residences. However, as part of the PD requirements, the block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

On-Site Uses

Compared to Development Option A, retail uses are reduced, and office and restaurant/fast-food uses are increased with Alternative C. The retail uses proposed in this alternative are reduced by 112,100 sf, and the office use is increased by 367,500 sf. The restaurant/fast-food square footage remains the same. Although the total building square footage is increased by nine percent, the effects of Alternative C land uses on residential uses to the north and south would be slightly reduced compared to Option A. This is due primarily to the decrease in retail use, which generates a substantial portion of on-site activity and traffic trips. The increase of square footage in office use would not generate the same intensity of impacts as an increase in retail use, i.e., traffic, noise, air quality, and visual. Due to the reduction in retail uses, the overall amount of on-site activity and the number of vehicular trips generated compared to Option A would be reduced, as would associated traffic, noise, and air quality impacts.

Compared to Development Option D1-A, office uses, retail uses, and restaurant and fast-food uses are increased with this alternative. Office uses are increased by 757,000 sf, retail uses are increased by 11,636 sf, and restaurants and fast-food uses are

increased by 38,800 sf. However, Option D1-A shows two hotels with a total of 350 hotel rooms, whereas Alternative C does not. In addition, Option D1-A shows an auto sales component on the B-199 site, while Alternative C shows a neighborhood commercial center. Auto sales would generate different types of impacts from a neighborhood commercial center, such that lighting impacts may be greater. However, since the auto sales use would not operate at night, less noise at night would be generated from the B-199 site. Overall, Alternative C results in a total increase of 751,524 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-A. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative C would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with Option D1-A due to the auto sales use. However, since the auto sales use would not operate past 9:00 p.m., less noise would be generated from the B-199 site. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-B, Alternative C shows an increase of 1,247,000 sf of office uses, an increase of 73,800 sf of restaurant and fast-food uses, and an increase of 8,317 sf of retail uses. However, Option D1-B provides for two hotels for a total of 350 hotel rooms, 255,000 sf of auto sales, and 300,560 sf of studio uses, whereas Alternative C does not. Auto sales would generate different types of impacts from a neighborhood commercial center, such that lighting impacts may be greater. However, since the auto sales use would not operate at night past 9:00 p.m., less noise at night would be generated from the B-199 site. Overall, Alternative C results in a total increase of 972,645 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-B. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative B would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with Option D1-B due to the auto sales use. However, since the auto sales use would not operate past 9:00 p.m., less noise would be generated from the B-199 site. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-C, office uses, retail uses, and restaurant and fast-food uses are increased with Alternative C. Office uses are increased by 787,000 sf, retail uses are reduced by 8,975 sf, and food uses are increased by 59,833 sf. Option D1-C shows two hotels with a total of 350 hotel rooms, whereas Alternative C does not. Overall, Alternative C results in a total increase of 972,645 sf of development on the site

and would increase activity compared to Option D1-C. Option D1-C shows auto sales, but only on the B-1 site, while a retail club warehouse use is shown on the B-199 site. As previously described, the retail club warehouse use would result in similar off-site effects as the neighborhood commercial shopping center shown with Alternative C. The building setback of the retail club warehouse use would be greater than the neighborhood commercial use, creating a greater separation between the proposed structures and the existing adjacent residences. However, as part of the PD requirements, a block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Based on this information, implementation of Alternative C would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

After implementation of mitigation, Alternative C and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Alternative C would neither provide any housing nor affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative C would provide a greater number of employment opportunities than Development Options A, D1-A, D1-B or D1-C, given the higher building square footage. Alternative C is projected to create approximately 5,251 jobs for the City of Burbank and the surrounding jurisdictions, which is 15 percent higher than Option A, 52 percent higher than Option D1-A, 137 percent higher than Option D1-B, and 59 percent higher than Option D1-C. The increase in employment opportunities identified for Alternative C would be a beneficial impact to the City and the region.

All four development options and Alternative C would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 5,251 jobs projected for Alternative C. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B, or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative C and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative C would require grading and site preparation similar to that required for Development Options A, D1-A, D1-B, or D1-C. Impacts associated with grading, such as fugitive dust within which VOCs are entrained, and potentially greater risk to human health associated with exposure to hazardous materials, would be similar to those identified for Options A, D1-A, D1-B, or D1-C. The number of buildings and total building density will increase by 255,000 sf compared to Option A, by 751,524 sf compared to Option D1-A, by 972,645 sf compared to Option D1-B, and by 795,042 sf compared to Option D1-C. Alternative C, as well as all other alternatives, will incorporate structural designs that will avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences between Alternative C and Development Options A, D1-A, D1-B, and D1-C. After implementation of mitigation, Alternative C and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative C would require 1,107,575 gpd of potable water compared to 995,857 gpd for Option A. An impact is considered significant if the project demand exceeds projected City of Burbank water supplies and/or the City of Burbank cannot provide water to satisfy demand. Demand for potable water service would be more than with Option A, but not enough to be a substantial or significant decrease. Domestic water services provided by the City of Burbank will be available as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Alternative C proposes greater square footage for all of the same uses proposed under Development Options D1-A and D1-B, except for studios proposed under Option D1-B. Water consumption will, therefore, increase with implementation of Alternative C. Domestic water services provided by the City of Burbank, will be available as needed.

Drainage/Flood Control

The effects of Alternative C on drainage and flood control would be similar to those of Development Option A. This alternative would result in a similar amount of surface runoff, since the entire project site will be developed with either structures and paved parking lots or parking structures.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The

water would then flow onto the main parking lot north of the major retail buildings. This parking lot at the northeast end of the site would be designed to allow water to pond without entering the buildings. The flow would be contained in the lower areas of the lot with a maximum flooded width of 200 feet and a maximum depth of 1.5 feet. At the southeast end of the lot, the water would be moving slowly, due to the large, but shallow, flooded area. At the southeast end of the parking lot north of the railroad tracks on the B-199 site, the stormwater would flow from the parking area over the sidewalk and curb onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Compared to Development Options D1-A and D1-C, Alternative C would have similar impacts on drainage since flooding impacts to on-site parking areas, public parkways, sidewalks, and Victory Place would remain significant after mitigation. These impacts, especially to Victory Place, allowing episodic closures of this public street and contributing increased flow, are considered significant.

Alternative C would have greater overall drainage and flooding effects than Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4 Water Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative C, the drainage conditions on the remainder of the site will be the same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative C would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative C does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B, or D1-C. Although Alternative C requires an increased demand of potable water compared to all four development option scenarios, the increased demand would not create a significant impact. Alternative C and Options A, D1-A, D1-B, and D1-C do not create significant impacts on potable water.

Traffic and Circulation

As shown in Table 5.4.A below, Alternative C would result in 59,996 total daily trips, 14 percent fewer total daily trips than Development Option A, 11 percent greater than

Option D1-A, 11 percent greater than Option D1-B and 11 percent greater than Option D1-C.

Table 5.4.A - Alternative C Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		P.M. Peak Hour			
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative C	59,996	3,247	1,051	4,297	2,429	3,753	6,182

Source: Parsons Brinckerhoff, 1998 and 1999.

As shown in summary Tables 5.13.F and 5.13.G, Alternative C would result in a significant a.m. peak hour impact of LOS E or F at seven intersections. Development Option A would result in significant a.m. peak hour impacts at eight intersections, while Options D1-A, D1-B and D1-C would each result in significant a.m. peak hour impacts at six intersections. For the p.m. peak hour, Alternative C and Development Option A would result in a significant adverse impact of LOS E or F at 10 intersections. Options D1-A, D1-B and D1-C would each result in significant adverse impacts at eight intersections in the p.m. peak hour.

For impacts on the regional highway system, Table 5.13.J provides a summary comparison of freeway impacts for Development Options A, D1-A, D1-B, and D1-C and all alternatives, including Alternative C. Both Alternative C and Development Option A would result in significant a.m. peak hour impacts on the southbound I-5 from the Hollywood Freeway to Buena Vista Street, and on westbound SR-134 from the Glendale Freeway to I-5. In the p.m. peak hour, Alternative C and Development Option A would result in significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to Osborne Street; on southbound I-5 from the Ventura Freeway to Colorado Boulevard; and on eastbound SR-134 from I-5 to Glendale Freeway.

Development Options D1-A and D1-B both have significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista, and westbound SR-134 from Concord Street to I-5. In addition, Option D1-A has significant a.m. peak hour impacts on southbound I-5 from Burbank Boulevard to the Ventura Freeway. In the p.m. peak hour, Options D1-A and D1-B have significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Options D1-A and D1-B, Alternative C would result in greater peak hour impacts on the regional freeway system, namely on northbound I-5 from Osborne Street to Osborne Street. Alternative C, similar to Option D1-B, does not result in significant impacts on southbound I-5 from Ventura Freeway to Burbank Boulevard, while Option D1-A does. This alternative also results in a significant impact on southbound I-5 from Ventura Freeway to Colorado Boulevard and eastbound and westbound SR-134 from Concord to Route 2, while Options D1-A or D1-B would not.

Development Option D1-C has significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street, and on westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Option D1-C has significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-C, Alternative C would result in greater peak hour impacts on the regional freeway system, namely on northbound I-5 from Osborne Street to the Hollywood Freeway and on southbound I-5 from Laurel Canyon to the Hollywood Freeway and from Colorado Boulevard to the Ventura Freeway. Alternative C would also result in significant peak hour impacts on eastbound and westbound SR-134 from I-5 to Route 2, while Option D1-C results in significant impacts only on eastbound and westbound SR-134 from I-5 to Concord Street.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Alternative C does not avoid or substantially lessen significant effects on intersection level of service or the regional highway system when compared to Options A, D1-A, D1-B, or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips under Alternative C would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, this alternative would generate a total of 59,996 vehicular trips from the project site.

Data in Table 5.4.B show that there would be no exceedance of either the State or federal CO standards for the one hour or eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.8 to 12.2 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from

6.1 to 8.5 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

AQMP consistency for Alternative C has results similar to Development Options A, D1-A, D1-B, and D1-C. The AQMP control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission and alternative fuel vehicles and infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202 (referenced in Alternative B) - On Road Motor Vehicle Mitigation Options would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C. Therefore, there is no substantive difference between this alternative and the four development option scenarios.

Short-Term Construction Related Impacts

The short-term construction impacts resulting from Alternative C are similar to those resulting from Development Options A, D1-A, D1-B, and D1-C. The level of significance before mitigation is significant. Mitigation measures identified in Section 4.8, Air Quality, would apply to this alternative, as well as to Development Options A, D1-A, D1-B, and D1-C, to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative C does not avoid or substantially lessen significant effects on short term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

**Table 5.4.B - Carbon Monoxide Concentrations, ppm
Alternative C**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	10.4	7.2
	25	10.0	6.9
	30	9.7	6.7
	35	9.5	6.6
Buena Vista Street & Thornton Avenue	18	9.4	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Empire Avenue	18	12.2	8.5
	23	11.3	7.9
	28	10.8	7.5
	33	10.5	7.3
Buena Vista Street & Vanowen Street	15	10.9	7.6
	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
Buena Vista Street & Victory Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Burbank Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.4.B - Carbon Monoxide Concentrations, ppm
Alternative C (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
	35	9.3	6.5
Hollywood Way & Victory Boulevard	20	9.5	6.6
	25	9.3	6.5
	30	9.1	6.3
	35	9.0	6.2
Hollywood Way & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Hollywood Way & Alameda Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.8	6.8
	29	9.6	6.7
	34	9.4	6.5
	39	9.3	6.5

Source: LSA Associates, Inc. 1998.

Long-Term Regional Air Quality Impacts

Stationary Sources

Proposed on-site uses would consume natural gas and electricity. Based on Table A9-11 and Table A9-12 in SCAQMD CEQA Air Quality Handbook, Alternative C is estimated to generate criteria pollutant emissions as shown in Table 5.4.C.

Table 5.4.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Alternative C					
Electricity Usage	18.56	0.93	106.70	11.13	3.71
Natural Gas Usage	3.47	0.92	20.81	--on-site	0.03
Subtotal Emissions	22.0	1.9	127.5	11.1	3.7
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0

Source: LSA Associates, Inc. 1998.

Mobile Sources

The traffic study indicated that 59,996 vehicular trips are associated with the proposed on-site land uses under this alternative. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.4.D.

Total Regional Emissions

Total estimated emissions from long-term project operations are shown in Table 5.4.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations and would be significant.

Table 5.4.D - Total Regional Emissions (pounds/day)

Category	CO¹	ROC²	NO_x	SO_x	PM₁₀
Stationary Sources	22.0	1.9	127.5	11.1	3.7
Mobile Sources	3760.6	280.1	442.8	52.7	78.4
Total Emissions	3783	282	570	64	82
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1998.

Alternative C would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C, and would be below the federal and State standards for both the one hour and eight hour CO concentrations. Total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four project development options. Air quality impacts during construction of this project alternative would be similar to those of the proposed project. This project alternative would have air quality impacts similar to those of the Development Options A, D1-A, D1-B, and D1-C.

Alternative C does not avoid or substantially lessen significant effects on total regional emissions when compared to Development Options A, D1-A, D1-B or D1-C. Alternative C increases significant effects when compared to Development Option D1-C.

Noise

Rail Noise

Implementation of Development Options A, D1-A, D1-B, D1-C or Alternative C would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

Traffic Noise Impacts

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate the highway traffic related noise condition in the vicinity of the project. This model is referenced in Alternative B.

¹ Calculated in winter for worst case scenario.

² TOG emissions multiplied by a factor of 0.9.

Table 5.4.E provides the future Alternative C conditions noise levels adjacent to roads near the project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.4.E show that, for most of the roadway segments analyzed in the project vicinity, the 70 dBA Ldn would be confined within the roadway right-of-way, except along Buena Vista Street north of San Fernando Boulevard, Hollywood Way north of Thornton Avenue, and Burbank Boulevard west of San Fernando Boulevard, where the 70 dBA Ldn would extend to 54, 58, and 54 feet, respectively, from the roadway centerline. Traffic noise levels under future Alternative C conditions would increase slightly over the future no build (baseline) level. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. Therefore, the Alternative C scenario would have less than significant traffic noise impacts on off-site sensitive land uses. No mitigation measures are required.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C. As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative C to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with commercial retail/restaurant/office uses, such as loading and unloading activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without any mitigation, similar to Development Options A, D1-A, D1-B, and D1-C. On-site stationary source activities associated with this Alternative C would potentially result in noise annoyance at the closest residences during the more sensitive nighttime hours.

Mitigation measures identified in Section 4.9, Noise, would apply to Alternative C to reduce on-site noise sources, such as loading/unloading activity. Mitigation requires that operations shall not exceed 60 dBA during the day for the proposed project, mitigation measures for noise associated with on-site stationary sources would apply to Alternative C to lower impacts to a less than significant level.

Table 5.4.E - Alternative C Traffic Noise Level

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	36,270	54	110	234	68.3	1.3
Buena Vista St. ST to Thornton Ave.	21,240	< 50 ²	78	164	66.0	0.7
Buena Vista ST Thornton to Empire Ave.	20,970	< 50	77	163	65.9	0.9
Buena Vista ST Empire to Van Owen Ave.	34,230	< 50	106	225	68.0	1.1
Buena Vista ST Van Owen to Victory Blvd.	29,200	< 50	95	203	67.3	1.0
Buena Vista ST Victory to Burbank Blvd.	26,030	< 50	89	188	66.8	0.5
Buena Vista ST Burbank to Magnolia Ave.	26,740	< 50	90	191	67.0	0.3
Buena Vista ST Magnolia Ave to Olive Ave.	25,725	< 50	89	187	66.4	0.2
Buena Vista ST Olive Ave. to Alameda Ave.	25,980	< 50	90	188	66.4	0.0
Buena Vista ST S/O Alameda Ave.	29,000	< 50	96	202	66.9	0.1
Hollywood Way N/O Thornton Ave.	38,800	58	116	245	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	33,245	< 50	105	221	67.5	0.3
Hollywood Way Victory to Magnolia Ave.	23,585	< 50	85	177	66.0	0.2
Hollywood Way Magnolia to Alameda Ave.	27,825	< 50	94	197	66.7	0.1
Hollywood Way S/O Alameda Ave.	24,450	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	19,960	< 50	75	158	65.7	0.3
San Fernando Blvd. S/O Burbank Blvd.	13,000	< 50	60	120	63.4	0.5
San Fernando Blvd. W/O Buena Vista St.	25,560	< 50	88	186	66.8	0.3
San Fernando Blvd. E/O Buena Vista St.	33,490	< 50	104	222	67.9	0.9
Thornton Ave. W/O Hollywood Way	780	< 50	< 50	< 50	51.6	0.1
Thornton Ave. Hollywood to Buena Vista St.	6,265	< 50	< 50	75	60.6	0.9

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Table 5.4.E - Alternative C Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Thornton Ave. E/O Buena Vista St.	5,020	< 50	< 50	65	59.7	0.9
Empire Ave. W/O Buena Vista St.	13,670	< 50	59	123	64.0	1.4
Empire Ave. E/O Buena Vista St.	24,440	< 50	85	180	66.6	2.3
Van Owen Ave. W/O Buena Vista St.	12,860	< 50	55	117	64.8	0.7
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	20,480	< 50	76	160	65.8	0.6
Victory Blvd. Hollywood Way to Buena Vista St.	19,785	< 50	75	157	65.6	0.4
Victory Blvd. E/O Buena Vista St.	20,990	< 50	77	163	65.9	0.4
Burbank Ave. W/O Buena Vista St.	18,730	< 50	72	151	65.4	0.4
Burbank Ave. E/O Buena Vista St.	18,530	< 50	72	150	65.4	0.3
Burbank Blvd. W/O San Fernando Blvd.	36,860	54	111	236	68.3	0.3
Burbank Blvd. E/O San Fernando Blvd.	19,840	< 50	75	157	65.7	0.3
Magnolia Ave. W/O Hollywood Way	18,380	< 50	71	149	65.3	0.2
Magnolia Ave. Hollywood Way to Buena Vista St.	22,745	< 50	81	172	66.2	0.2
Magnolia Ave. E/O Buena Vista St.	24,250	< 50	85	179	66.5	0.1
Olive Ave. W/O Buena Vista St.	24,840	< 50	87	183	66.2	0.2
Olive Ave. E/O Buena Vista St.	24,600	< 50	87	182	66.2	0.2
Alameda Ave. W/O Hollywood Way	27,530	< 50	95	196	66.3	0.1
Alameda Ave. Hollywood Way to Buena Vista St.	20,745	< 50	80	163	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,460	< 50	78	157	64.8	0.1

Source: LSA Associates, Inc. 1998

Implementation of this project alternative would result in traffic noise level changes similar to those of Development Options A, D1-A, D1-B, and D1-C. All traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources, under this project alternative, would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B, and D1-C.

With implementation of mitigation, Alternative C and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Alternative C would result in a total increase to the amount of structural development on the project site compared to Development Options A, D1-A, D1-B, and D1-C; however, the increased density would not result in a noticeable effect on adjacent sensitive viewer groups, such as the residential neighborhoods adjacent to the project site. The most potentially affected residential area is located west of the B-199 site. This area would be subject to light and glare from the auto sales use (with Options A, D1-A, and D1-B). However, mitigation such as directional lighting and light/glare shields will be implemented, and the required block wall would provide a buffer to reduce the light and glare effects.

Activities on the project site would increase with the increased density, thereby increasing environmental effects and creating additional visual and light and glare issues with the adjacent sensitive land uses. Mitigation measures identified for all four development option scenarios would reduce these potential impacts.

Therefore, when compared to all four development option scenarios, it is expected that development of Alternative C would result in similar aesthetic effects as Options A, D1-A, D1-B, and D1-C (after mitigation). With implementation of mitigation, Alternative C and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in

place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative C, the impacts to recreational facilities would be greater than for Development Options A, D1-A, D1-B, and D1-C, due to the increased number of employees generated on site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative C and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C would also be needed for Alternative C.

This alternative would generate approximately 18,435 tons of solid waste annually, compared to 14,867 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B and 11,228 tons/year for Option D1-C. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

Alternative C would require an estimated 16,774 KW at peak times and will consume approximately 73,470 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW and an annual energy usage of 53,396 MWH, Option D1-B has a peak demand of 16,205 KW and an annual energy usage of 46,132 MWH and Option D1-C has a peak demand of 12,309 and an annual energy usage of 55,791 MWH. Given this information, Alternative C would have a negligible demand on

estimated peak demand and a decrease in annual energy consumption compared to Option A and a significant increase in both peak demand and total annual energy usage compared to Options D1-A, D1-B and D1-C. Alternative C includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative C would generate approximately 496,902 gpd of wastewater discharge, which is 3,348 gpd less than Option A, 77,352 gpd more than Option D1-A, 170,902 gpd more than Option D1-B and 100,346 gpd more than Option D1-C. Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative C to reduce impacts to below a level of significance.

Alternative C would generate 676 students, using the generation rate presented in Section 4.5, Public Services and Utilities. The total maximum allowable square footage in the multi-use area was included in determining the impact to schools for Alternative C. Compared to Option A, Alternative C would generate 88 additional students. Compared to Options D1-A, D1-B and D1-C, Alternative C would generate 230, 390 and 250 additional students, respectively. Mitigation measures identified in Section 4.5 are applicable to Alternative C to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative C would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. The increase of 255,000 sf over the largest development option (Option A) is not considered a significant difference in terms of impact to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, the impact to police and fire would be significant for Alternative B, and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities, to reduce impacts to below a level of significance.

Overall, there would be an increased demand on public services and utilities compared to all the development option scenarios, due to the increased density of building square footage. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative C and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of this alternative will have effects similar to the proposed project, which would also be

considered less than significant. Alternative C and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.5 ALTERNATIVE D

Alternative D shows a reduced level of development and an auto sales component on the B-199 site. This alternative consists of 166,888 sf of auto sales (with an ancillary car wash), 636,100 sf of retail uses, 1,057,800 sf of office uses, 115,900 sf of restaurant and fast food uses and a 15,000 sf electrical substation. The site plan for Alternative D is shown in Figure 5.5.1.

Attainment of Project Objectives

Alternative D meets all of the project objectives.

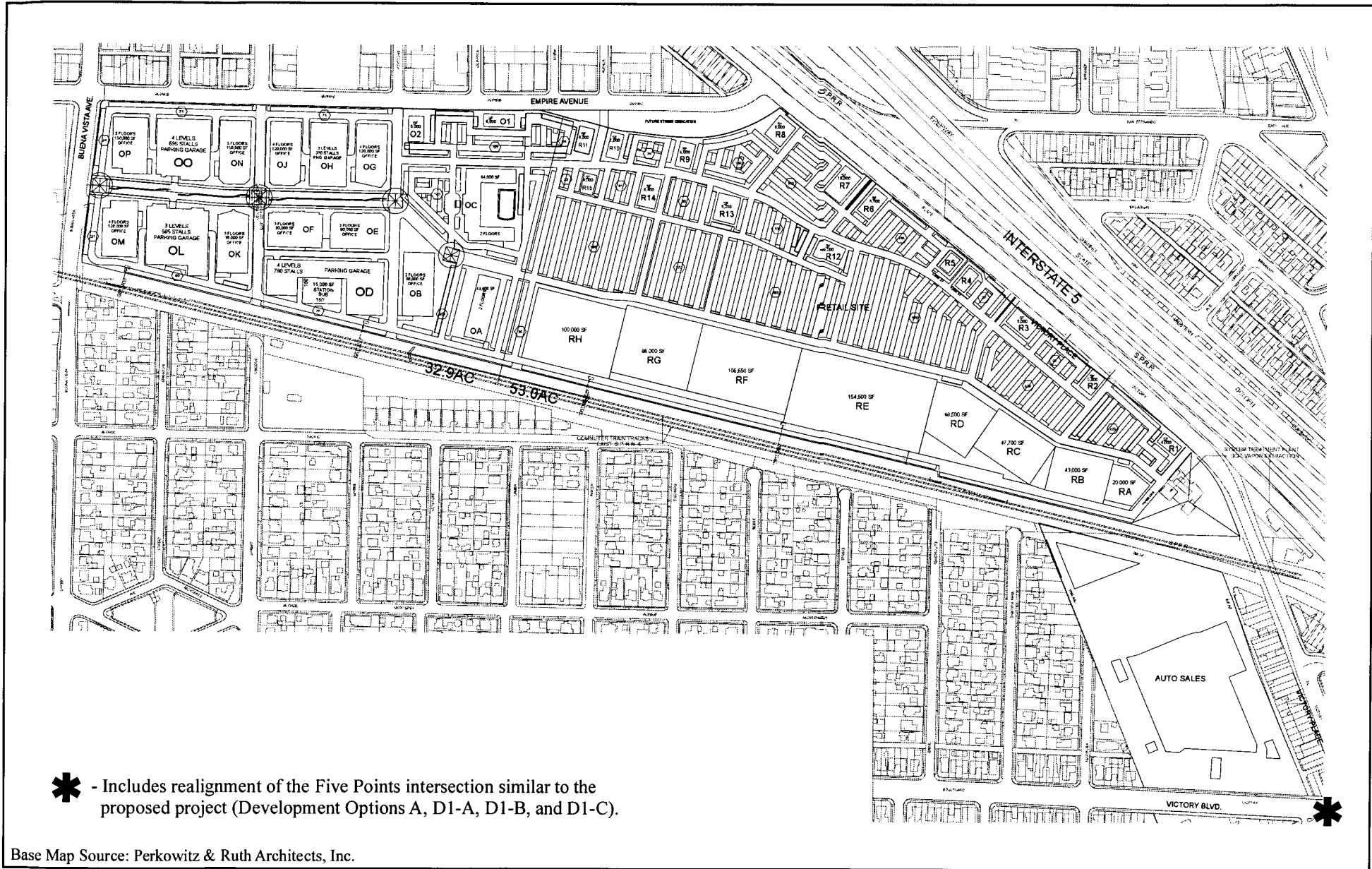
Land Use

The discretionary land use actions for Alternative D would be identical to the four development option scenarios requiring amendments to the General Plan and a change in zoning designation. This alternative would be consistent with the City's General Plan goals and policies and the intent of the City's zoning ordinance.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative D is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative D reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition from defense related manufacturing to freeway oriented commercial and office uses



* - Includes realignment of the Five Points intersection similar to the proposed project (Development Options A, D1-A, D1-B, and D1-C).

Base Map Source: Perkowitz & Ruth Architects, Inc.

1/7/00(BUR730)

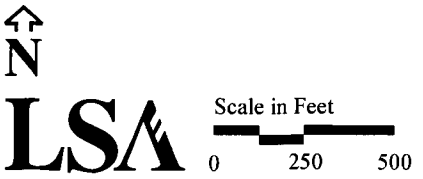


Figure 5.5.1

Detailed Site Plan - Alternative D

provides a change from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative D, similar to Development Options A, D1-A, D1-B, and D1-C, would require several signs and an electronically lighted reader board sign. Signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) and electronically lighted reader board sign proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative D and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail components (and studio component) on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, Alternative D and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative D nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative D or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in Alternative D. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative D or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative D will result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative D will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative D will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

On the B-199 portion of the site, Alternative D shows an auto dealership use, while Option A shows a neighborhood commercial center. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to the commercial

shopping center or the auto dealership as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of the abrupt boundary, because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Alternative D, as well as Options D1-A and D1-B, shows auto dealership use on the B-199 site. The auto service is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings. As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall and building setback requirement is to provide a buffer between potentially incompatible land uses. Alternative D and Options D1-A and D1-B would all provide for a block wall and building setbacks, which would minimize off-site effects on the residences to the west of the B-199 site.

Option D1-C provides for a retail club warehouse use on the B-199 portion of the site, while Alternative D shows an auto dealership use. As stated above, of primary concern with the auto dealership is lighting, repair shop noise, car wash noise, and the scale and setback of commercial buildings. As part of the PD requirements, the block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

On-Site Uses

Compared to Development Option A, retail uses are reduced, and office and restaurant/fast-food uses are increased with Alternative D. The retail uses proposed in this alternative are reduced by 26,136 sf, and the restaurant/fast-food uses are reduced by 14,800. The office use square footage is the same for both Option A and Alternative D. Although the total building square footage difference between Option A and Alternative D is less than one percent, the effects of Alternative D land uses on residential uses to the north and south would be slightly reduced compared to Option A. This is due primarily to the decrease in retail use, which generates a substantial portion of on-site activity and traffic trips. Additionally, Alternative D shows an auto dealership on the B-199 site, while Option A shows a neighborhood commercial center. Although the auto dealership would result in increased lighting, the neighborhood commercial center generates more traffic trips and overall on-site activity. The auto dealership also would not operate past 9:00 p.m., whereas the neighborhood commercial center would. Therefore, the overall amount of on-site activity and the number of vehicular trips generated compared to Option A would be reduced, as would associated traffic, noise, and air quality impacts.

Compared to Development Option D1-A, office uses, retail uses, and restaurant and fast-food uses are increased with this alternative. Office uses are increased by

457,800 sf, retail uses are increased by 97,600 sf, and restaurants and fast-food uses are increased by 24,400 sf. However, Option D1-A shows two hotels with a total of 350 hotel rooms, whereas Alternative D does not. Both Option D1-A and Alternative D show an auto sales component on the B-199 site. Overall, Alternative D results in a total increase of 491,688 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-A. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative D would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with Option D1-A due to the auto sales use. However, since the auto sales use would not operate past 9:00 p.m., less noise would be generated from the B-199 site. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher building density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-B, Alternative D shows an increase of 947,800 sf of office uses, an increase of 59,400 sf of restaurant and fast-food uses and an increase of 94,281 sf of retail uses. However, Option D1-B provides for two hotels for a total of 350 hotel rooms and 300,560 sf of studio uses, whereas Alternative D does not. Both Option D1-B and Alternative D show auto sales use on the B-199 portion of the site. Option D1-B shows a 300,560 sf studio use on the B-1 site, whereas Alternative D does not. Overall, Alternative D results in a total increase of 712,809 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-B. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative B would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with both Option D1-B and Alternative D due to the auto sales use. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-C, office uses, retail uses, and restaurant and fast-food uses are increased with Alternative D. Office uses are increased by 487,800 sf, retail uses are increased by 76,989 sf, and food uses are increased by 45,433 sf. Option D1-C shows two hotels with a total of 350 hotel rooms, whereas Alternative D does not. Overall, Alternative D results in a total increase of 535,206 sf of development on the site and would increase activity compared to Option D1-C. Option D1-C shows auto sales, but only on the B-1 site, while a retail club warehouse use is shown on the B-199 site. Alternative D shows auto sales on the B-199 site. As part of the PD requirements, a block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Based on this information, implementation of Alternative D would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

After implementation of mitigation, Alternative D and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Alternative D would neither provide any housing nor affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative D would provide fewer employment opportunities than Development Option A, but more opportunities than Options D1-A, D1-B or D1-C. Specifically, Alternative D is projected to create approximately 4,492 jobs for the City of Burbank and the surrounding jurisdictions, which is two percent lower than Option A, 30 percent higher than Option D1-A, 102 percent higher than Option D1-B and 36 percent higher than Option D1-C. Overall, the number of job opportunities identified for Alternative D would be a beneficial impact to the City and the region.

All four development options and Alternative D would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 4,492 jobs projected for Alternative D. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B, or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative D and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative D will require a similar amount of grading and site preparation compared to Development Options A, D1-A, D1-B or D1-C. Impacts associated with grading, such as fugitive dust within which VOCs are entrained and potentially greater risk to human health associated with exposure to hazardous materials, would be similar to those identified with Options A, D1-A, D1-B or D1-C. The number of buildings and total building density will increase by 491,688 sf compared to Option D1-A by 712,809 sf compared to Option D1-B and by 535,206 sf compared to Option D1-C. Alternative D,

as well as all other alternatives, will incorporate structural designs that will avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences in geotechnical conditions between Alternative D and Options A, D1-A, D1-B, and D1-C. After implementation of mitigation, Alternative D and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative D would require 902,802 gpd of potable water compared to 995,857 for Option A. An impact is considered significant if the project demand exceeds projected City of Burbank water supplies and/or the City of Burbank cannot provide water to satisfy demand. Domestic water services provided by the City of Burbank will be available as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Alternative D would require 902,802 gpd while Options D1-A, D1-B, and D1-C would require 730,132 gpd, 409,937 gpd, and 592,445 gpd, respectively. The increase in potable water demand of Alternative D over these development options is considered a substantial difference; however, as stated above, domestic water services provided by the City of Burbank will be available as needed and would not be a significant effect.

Drainage/Flood Control

The effects of Alternative D on drainage and flood control would be similar to those of Development Options A, D1-A and D1-C. This alternative would result in a similar amount of surface runoff, since the entire project site will be developed with either structures and paved parking lots or parking structures.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The water would then flow onto the main parking lot north of the major retail buildings. This parking lot at the northeast end of the site would be designed to allow water to pond without entering the buildings. The flow would be contained in the lower areas of the lot with a maximum flooded width of 200 feet and a maximum depth of 1.5 feet. At the southeast end of the lot, the water would be moving slowly, due to the large, but shallow, flooded area. At the southeast end of the parking lot north of the railroad tracks on the B-199 site, the stormwater would flow from the parking area over the sidewalk and curb onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is

discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Alternative D would have greater overall drainage and flooding effects than Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4, Water Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative D, the drainage conditions on the remainder of the site will be the same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative D would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative D does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B, or D1-C. Although Alternative D requires a similar demand of potable water compared to Option A and a substantially increased demand compared to Options D1-A, D1-B, and D1-C, the change in demand is not significant. Alternative B and Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.5.A below, Alternative D would result in 64,370 total daily trips, 6 percent fewer total daily trips than Development Option A, 19 percent more than Development Option D1-A, 20 percent more than Development Option D1-B and 20 percent greater than Option D1-C.

Table 5.5.A - Alternative D Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		Total	P.M. Peak Hour		
		Inbound	Outbound		Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative D	64,370	3,114	1,212	4,326	2,369	3,464	5,833

Source: Parsons Brinckerhoff, 1998 and 1999.

As shown in summary Tables 5.13.F and 5.13.G, Alternative D and Development Option A would result in a significant adverse impact of LOS E or F at eight intersections for the a.m. peak hour. Options D1-A and D1-B would each result in significant a.m. peak hour impacts at six intersections. For the p.m. peak hour, Alternative D and Development Option A would result in LOS of E or F at ten intersections. Options D1-A and D1-B would each result in significant adverse impacts at eight intersections in the p.m. peak hour.

For impacts on the regional highway system, Table 5.13.J provides a summary comparison of freeway impacts for Development Options A, D1-A, D1-B, and D1-C and all alternatives, including Alternative D. Both Alternative D and Development Option A would result in significant a.m. peak hour impacts on the southbound I-5 from the Hollywood Freeway to Buena Vista Street, and on westbound SR-134 from the Glendale Freeway to I-5. In the p.m. peak hour, Alternative D and Development Option A would result in significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to Osborne Street. Option A would also have significant p.m. peak hour impacts on southbound I-5 from the Ventura Freeway to Colorado Boulevard and on eastbound SR-134 from I-5 to the Glendale Freeway, while Alternative D would not. Alternative D would also have a significant p.m. peak hour impact on eastbound SR-134 from I-5 to Glendale Boulevard.

Development Options D1-A and D1-B both have significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista, and westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Options D1-A and D1-B have significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Options D1-A and D1-B, Alternative D would result in greater peak hour impacts on the regional freeway system, namely on northbound I-5 from Osborne Street to the Hollywood Freeway. Alternative D, similar to Option D1-B, does not result in significant impacts on southbound I-5 from the Ventura Freeway to Burbank Boulevard,

while Option D1-A would. In addition, Alternative D would result in significant impacts on eastbound and westbound SR-134 from Concord to Route 2, while Options D1-A and D1-B would not.

Development Option D1-C has significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street, and on westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Option D1-C has significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-C, Alternative D would result in greater peak hour impacts on the regional freeway system, namely on northbound I-5 from Osborne Street to the Hollywood Freeway and on southbound I-5 from Laurel Canyon to the Hollywood Freeway. Alternative D would also result in significant peak hour impacts on eastbound and westbound SR-134 from I-5 to Route 2, while Option D1-C results in significant impacts only on eastbound and westbound SR-134 from I-5 to Concord Street.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Alternative D does not avoid or substantially lessen significant effects on intersection level of service or the regional highway system when compared to Options A, D1-A, D1-B, or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips under Alternative D would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, Alternative D would generate a total of 64,370 vehicular trips from the project site.

Data in Table 5.5.B show that there would be no exceedance of either the State or federal CO standards for the one hour or eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.8 to 12.1 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from 6.1 to 8.4 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO

**Table 5.5.B - Carbon Monoxide Concentrations, ppm
Alternative D**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	10.4	7.2
	25	9.9	6.9
	30	9.7	6.7
	35	9.5	6.6
Buena Vista Street & Thornton Avenue	18	9.4	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Empire Avenue	18	12.1	8.4
	23	11.3	7.9
	28	10.8	7.5
	33	10.4	7.2
Buena Vista Street & Vanowen Street	15	10.9	7.6
	20	10.2	7.1
	25	9.8	6.8
	30	9.6	6.7
Buena Vista Street & Victory Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Burbank Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.1	6.3
Buena Vista Street & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.5.B - Carbon Monoxide Concentrations, ppm
Alternative D (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
	35	9.3	6.5
Hollywood Way & Victory Boulevard	20	9.5	6.6
	25	9.3	6.5
	30	9.1	6.3
	35	9.0	6.2
Hollywood Way & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Hollywood Way & Alameda Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.8	6.8
	29	9.6	6.7
	34	9.4	6.5
	39	9.3	6.5

Source: LSA Associates, Inc. 1998.

hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

Consistency analysis for Alternative D has results similar to Development Options A, D1-A, D1-B, and D1-C. The AQMP control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission, alternative fuel vehicles, infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202 (referenced in Alternative B) - On Road Motor Vehicle Mitigation Options would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C. Therefore, there is no substantive difference between this alternative and the four development option scenarios.

Short-Term Construction Emissions

The short-term construction related impacts under Alternative D are similar to the proposed project (Options A, D1-A, D1-B, and D1-C). The level of significance before mitigation is significant. Mitigation measures outlined in Section 4.8, Air Quality, would apply to this alternative, as they apply to all four development options to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative D does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Regional Air Quality Impacts

Stationary Sources

Proposed on-site uses under this project alternative include 166,888 sf auto sale, 636,100 sf retail uses, 1,057,800 sf office uses, and 115,900 sf of fast food/restaurant uses. These land uses would consume natural gas and electricity, thus producing air pollutant emissions. Based on Table A9-11, Emissions from Electricity Consumption by Land Uses, and Table A9-12, Estimating Emissions from Natural Gas Consumption, in SCAQMD CEQA Air Quality Handbook, Alternative D would generate criteria pollutant emissions as shown in Table 5.5.C.

Table 5.5.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Alternative D					
Electricity Usage	16.48	0.82	94.77	9.89	3.30
Natural Gas Usage	3.19	0.84	19.12	— ¹	0.03
Subtotal Emissions	19.6	1.7	113.9	9.9	3.3
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0

Source: LSA Associates, Inc. 1998.

Mobile Sources

Vehicular trips would be associated with the proposed on-site uses under this alternative. As indicated above, 64,370 trips would be associated with the proposed uses. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.5.D.

Total Regional Emissions

Estimated total emissions from long-term project operations are shown in Table 5.5.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations and would be significant.

Table 5.5.D - Total Regional Emissions (pounds/day)

Category	CO²	ROC³	NO_x	SO_x	PM₁₀
Stationary Sources	19.6	1.7	113.9	9.9	3.3
Mobile Sources	3955.3	296.5	469.9	55.9	83.1
Total Emissions	3975	298	584	66	86
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1998.

Alternative D would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C would be below the federal and State standards for both the one hour and eight hour CO concentrations. Total regional emissions would

¹ Negligible amount.

² Calculated in winter for worst case scenario.

³ TOG emissions multiplied by a factor of 0.9.

exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four development options. Air quality impacts during construction of this project alternative would be similar to those of the proposed project. This project alternative would have air quality impacts similar to those of the Development Options A, D1-A, D1-B, and D1-C

Alternative D does not avoid or substantially lessen significant effects on total regional emissions when compared to Development Options A, D1-A, D1-B, or D1-C. Alternative D increases significant effects when compared to Development Option D1-C.

Noise

Rail Noise

Implementation of Development Options A, D1-A, D1-B, and D1-C and Alternative D would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

Traffic Noise Impacts

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate the highway traffic related noise conditions in the vicinity of the project. This model is referenced in Alternative B.

Table 5.5.E provides the future Alternative D conditions noise levels adjacent to roads near the proposed project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.5.E show that for most of the roadway segments analyzed in the project vicinity the 70 dBA Ldn would be confined within the roadway right-of-way, except along Buena Vista Street north of San Fernando Boulevard, Hollywood Way north of Thornton Avenue, and Burbank Boulevard west of San Fernando Boulevard, where the 70 dBA Ldn would extend to 54, 58, and 54 feet, respectively, from the roadway centerline. Traffic noise levels under future Alternative D conditions would increase slightly over the future no build (baseline) level. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. Therefore, the Alternative D scenario would have a less than significant traffic noise impacts on off-site sensitive land uses similar to the proposed project. No mitigation measures are required.

Table 5.5.E - Alternative D Traffic Noise Level

Roadway Segment	ADT	Center-line to 70 Ldn (feet)	Center-line to 65 Ldn (feet)	Center-line to 60 Ldn (feet)	Ldn 50 feet from Outer-most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	36,350	54	110	234	68.3	1.3
Buena Vista St. ST to Thornton Ave.	21,110	< 50 ²	78	164	65.9	0.6
Buena Vista ST Thornton to Empire Ave.	20,795	< 50	77	162	65.9	0.9
Buena Vista ST Empire to Van Owen Ave.	33,950	< 50	105	224	68.0	1.1
Buena Vista ST Van Owen to Victory Blvd.	29,220	< 50	96	203	67.3	1.0
Buena Vista ST Victory to Burbank Blvd.	25,980	< 50	89	188	66.8	0.5
Buena Vista ST Burbank to Magnolia Ave.	26,505	< 50	90	190	66.9	0.2
Buena Vista ST Magnolia Ave to Olive Ave.	25,645	< 50	89	187	66.3	0.1
Buena Vista ST Olive Ave. to Alameda Ave.	25,795	< 50	90	187	66.4	0.0
Buena Vista ST S/O Alameda Ave.	29,000	< 50	96	202	66.9	0.1
Hollywood Way N/O Thornton Ave.	38,720	58	116	245	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	33,155	< 50	105	221	67.5	0.3
Hollywood Way Victory to Magnolia Ave.	23,505	< 50	85	176	66.0	0.2
Hollywood Way Magnolia to Alameda Ave.	27,740	< 50	94	196	66.7	0.1
Hollywood Way S/O Alameda Ave.	24,370	< 50	86	180	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	19,910	< 50	75	157	65.7	0.3
San Fernando Blvd. S/O Burbank Blvd.	13,040	< 50	60	120	63.4	0.5
San Fernando Blvd. W/O Buena Vista St.	25,390	< 50	87	185	66.7	0.2
San Fernando Blvd. E/O Buena Vista St.	33,620	< 50	105	223	67.9	0.9
Thornton Ave. W/O Hollywood Way	780	< 50	< 50	< 50	51.6	0.1
Thornton Ave. Hollywood to Buena Vista St.	6,290	< 50	< 50	75	60.7	1.0
Thornton Ave. E/O Buena Vista St.	5,120	< 50	< 50	66	59.8	1.0

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Table 5.5.E - Alternative D Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Empire Ave. W/O Buena Vista St.	13,700	< 50	59	123	64.0	1.4
Empire Ave. E/O Buena Vista St.	24,360	< 50	85	180	66.5	2.2
Van Owen Ave. W/O Buena Vista St.	12,810	< 50	55	117	64.8	0.7
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	20,480	< 50	76	160	65.8	0.6
Victory Blvd. Hollywood Way to Buena Vista St.	19,820	< 50	75	157	65.7	0.5
Victory Blvd. E/O Buena Vista St.	21,000	< 50	77	163	65.9	0.4
Burbank Ave. W/O Buena Vista St.	18,540	< 50	72	150	65.4	0.4
Burbank Ave. E/O Buena Vista St.	18,180	< 50	71	148	65.3	0.2
Burbank Blvd. W/O San Fernando Blvd.	36,800	54	111	236	68.3	0.3
Burbank Blvd. E/O San Fernando Blvd.	19,870	< 50	75	157	65.7	0.3
Magnolia Ave. W/O Hollywood Way	18,300	< 50	71	149	65.3	0.2
Magnolia Ave. Hollywood Way to Buena Vista St.	22,700	< 50	81	172	66.2	0.2
Magnolia Ave. E/O Buena Vista St.	24,160	< 50	85	179	66.5	0.1
Olive Ave. W/O Buena Vista St.	24,780	< 50	87	182	66.2	0.2
Olive Ave. E/O Buena Vista St.	24,380	< 50	86	181	66.1	0.1
Alameda Ave. W/O Hollywood Way	27,450	< 50	95	196	66.3	0.1
Alameda Ave. Hollywood Way to Buena Vista St.	20,685	< 50	80	163	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,510	< 50	78	157	64.8	0.1

Source: LSA Associates, Inc. 1998

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C. As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative D to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with commercial retail/restaurant/office/auto sales uses, such as loading and unloading activities and car repair and maintenance activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without mitigation. On-site stationary source activities associated with this project alternative would potentially result in noise annoyance at the residences in the immediate vicinity during the more sensitive nighttime hours.

Mitigation measures for noise associated with on-site stationary sources identified for Development Options A, D1-A, D1-B, and D1-C would apply to Alternative D to lower impacts to a less than significant level.

Implementation of this project alternative would result in traffic noise level changes similar to those of Development Options A, D1-A, D1-B, and D1-C. All traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources, under this project alternative, would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B, and D1-C.

With implementation of mitigation, Alternative D and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Alternative D would require a similar amount of development on the project site as Option A, but over 400,000 sf of development more than Options D1-A, D1-B, or D1-C. Alternative D, as well as all four development option scenarios, would change the views of the existing site conditions. The most potentially affected residential area is located west of the B-199 site. This area would be subject to light and glare from the

auto sales use (with Options D1-A and D1-B). However, mitigation such as directional lighting and light/glare shields will be implemented, and the required block wall would provide a buffer to reduce light and glare effects.

Alternative D would result in increased density on the site compared to Options D1-A, D1-B, and D1-C; however, the overall visual and light and glare effects would be similar. Mitigation measures identified for all four development options would reduce these potential impacts to below a level of significance.

Therefore, when compared to all four development option scenarios, it is expected that development of Alternative D would result in similar aesthetic effects as Options A, D1-A, D1-B, and D1-C (after mitigation). With implementation of mitigation, Alternative D and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative D, the impacts to recreational facilities would be similar to that for Development Option A. However, compared to Options D1-A, D1-B and D1-C, Alternative D would have greater impacts on recreational facilities, due to the increased number of employees generated on site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation

services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative D and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C would also be needed for Alternative D.

Alternative D would generate approximately 16,005 tons of solid waste annually, compared to 14,867 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B and 11,228 tons/year for Option D1-C. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

Alternative D would require an estimated 13,984 KW at peak times and would consume approximately 61,607 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW and an annual energy usage of 53,396 MWH, Option D1-B has a peak demand of 16,205 KW and an annual energy usage of 46,132 MWH and Option D1-C has a peak demand of 12,309 KW and an annual energy usage of 55,791 MWH. Compared to Option A, Alternative D would result in less demand on energy consumption; however, compared to Options D1-A, D1-B and D1-C, Alternative D would require an increase in electricity demands with a higher peak demand and total annual energy consumption. Alternative D includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative D would generate approximately 426,920 gpd of wastewater discharge, which is 73,330 gpd less than Option A, 7,370 gpd more than Option D1-A, 100,920 gpd more than Option D1-B and 30,364 gpd more than Option D1-C. Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative D to reduce impacts to below a level of significance.

Alternative D would generate 579 students, using the student generation rates presented in Section 4.5. Compared to Option A, Alternative D would generate 9 fewer students. However, compared to Options D1-A, D1-B and D1-C, Alternative D would generate 133, 293 and 153 additional students, respectively. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative D would result in a significant impact to police protection services and fire

protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. The difference in square footage between Alternative D and the largest development option (Option A) is 4,836 sf, which is not considered a significant difference in terms of impact to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, the impact to police and fire would be significant for Alternative D, and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities, to reduce impacts to below a level of significance.

Overall, Alternative D would have a similar demand on public services and utilities compared to Development Option A, and would have an increased demand compared to the remaining four development options (Options D1-A, D1-B and D1-C). Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative D and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of this alternative will have effects similar to the proposed project, which would also be considered less than significant. Alternative D1 and Development Options D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.6 ALTERNATIVE D1

This alternative assumes development of the B-1 and B-199 parcels with the same uses and in the same configuration as Development Option D1-A, but with a 40 percent reduction in square footage. Therefore, Alternative D1 shows 360,000 sf office uses, 323,100 sf retail uses, 54,900 sf restaurant and fast food uses, 153,000 sf auto sales, 210 hotel rooms in one or two hotels, and a 15,000 sf electrical substation. No site plan was developed for this alternative.

Attainment of Project Objectives

Alternative D1 meets all of the project objectives.

Land Use

The discretionary land use actions for Alternative D1 would be identical to the four development option scenarios requiring amendments to the General Plan and a change in zoning designation. This alternative would be consistent with the City's General Plan goals and policies and the intent of the City's zoning ordinance.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative D1 is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative D1 reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition from defense related manufacturing to freeway oriented commercial and office uses provides a change

from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative D1, similar to Development Options A, D1-A, D1-B, and D1-C, would require several signs and an electronically lighted reader board sign. Signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) and electronically lighted reader board sign proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative D1 and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail components (and studio component) on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, Alternative D1 and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative D1 nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative D1 or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in Alternative D1. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative D1 or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative D1 will result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative D1 will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative D1 will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

On the B-199 portion of the site, Alternative D shows an auto dealership use, while Option A shows a neighborhood commercial center. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to the commercial

shopping center or an auto dealership as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of the abrupt boundary, because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Alternative D1, as well as Options D1-A and D1-B, shows an auto dealership use on the B-199 site. The auto service is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings. As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall and building setback requirement is to provide a buffer between potentially incompatible land uses. Alternative D1 and Options D1-A and D1-B would all provide for a block wall and building setbacks, which would minimize off-site effects on the residences to the west of the B-199 site.

Option D1-C provides for a retail club warehouse use on the B-199 portion of the site, while Alternative D shows an auto dealership use. As stated above, of primary concern with the auto dealership is lighting, repair shop noise, car wash noise, and the scale and setback of commercial buildings. As part of the PD requirements, the block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

On-Site Uses

Compared to Development Option A, retail uses are reduced, and office and restaurant/fast-food uses are increased with Alternative D1. The retail uses proposed in this alternative are reduced by 339,136 sf, and the office and restaurant/fast-food uses are reduced by 697,800 sf and 75,800 sf, respectively. Option A shows a higher density hotel (350 rooms), while Alternative D1 shows only a 210 room hotel. Additionally, Option A shows 255,000 sf of auto sales on the B-199 portion of the site, while Alternative D1 shows 153,000 sf of auto sales. Residences adjacent to the B-199 portion of the site would experience light and glare impacts with the auto sales use, but the impact would be reduced with Alternative D1. The total building square footage is reduced by 1,090,524 sf and would reduce on-site activity compared to Option A. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Because of the reduction in overall square footage of all uses, the on-site activity would be reduced compared to Option A. Therefore, impacts (i.e., traffic, noise, air quality, lighting) would be reduced with Alternative D1 compared to Option A.

Compared to Development Option D1-A, office uses, retail uses, and restaurant and fast-food uses are increased with this alternative. Office uses are reduced by

240,000 sf, retail uses are reduced by 215,400 sf, and restaurants and fast-food uses are reduced by 36,600 sf. Option D1-A shows a higher density hotel (350 rooms), while Alternative D1 shows only a 210 room hotel. Additionally, Option D1-A shows 255,000 sf of auto sales on the B-199 portion of the site, while Alternative D1 shows 153,000 sf of auto sales. Overall, Alternative D1 results in a total decrease of 595,000 sf of development on both the B-1 and B-199 sites and would reduce on-site activity compared to Option D1-A. Residences adjacent to the B-199 portion of the site would experience light and glare impacts with the auto sales use but the impact would be reduced with Alternative D1. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Because of the reduction in overall square footage of all uses, the on-site activity would be reduced compared to Option D1-A. Therefore, impacts (i.e., traffic, noise, air quality, lighting) would be reduced with Alternative D1 compared to Option D1-A.

Compared to Development Option D1-B, Alternative D1 shows a decrease of 250,000 sf of office uses, an decrease of 1,600 sf of restaurant and fast-food uses and an decrease of 218,719 sf of retail uses. Option D1-B shows a higher density hotel (350 rooms), while Alternative D1 shows only a 210 room hotel. Additionally, Option D1-B shows 255,000 sf of auto sales on the B-199 portion of the site, while Alternative D1 shows 153,000 sf of auto sales. Option D1-B shows a 300,560 sf studio use on the B-1 site, whereas Alternative D1 does not. Overall, Alternative D1 results in a total decrease of 372,879 sf of development on both the B-1 and B-199 sites and would reduce on-site activity compared to Option D1-B. Residences adjacent to the B-199 portion of the site would experience light and glare impacts with the auto sales use, but the impact would be reduced with Alternative D1. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Because of the reduction in overall square footage of all uses, the on-site activity would be reduced compared to Option D1-B. Therefore, impacts (i.e., traffic, noise, air quality, lighting) would be reduced with Alternative D1 compared to Option D1-B.

Compared to Development Option D1-C, office uses, retail uses, and restaurant and fast-food uses are all reduced with Alternative D1. Office uses are reduced by 210,000 sf, retail uses are reduced by 236,011 sf, and food uses are reduced by 15,567 sf. Option D1-C shows a higher density hotel (350 rooms), while Alternative D1 shows only a 210 room hotel. Additionally, Option D1-C shows a 155,804 sf retail club warehouse use on the B-199 portion of the site, while Alternative D1 shows 153,000 sf of auto sales. Overall, Alternative D1 results in a total decrease of 550,482 sf of development on the site and would reduce on-site activity compared to Option D1-C. The auto sales component would result in greater light and glare effects than the retail club warehouse; however, as part of the PD requirements, a block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Based on this information, implementation of Alternative D1 would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

After implementation of mitigation, Alternative D1 and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Alternative D1 would neither provide any housing nor directly affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative D1 would provide fewer employment opportunities than Development Options A, D1-A, and D1-C; however, Alternative D1 would provide more opportunities than Option D1-B. Specifically, Alternative D1 is projected to create 2,246 jobs for the City of Burbank and the surrounding jurisdictions, which is 103 percent lower than Option A, 54 percent lower than Option D1-A, one percent higher than Option D1-B, and 47 percent lower than Option D1-C. Overall, the increase in employment opportunities identified for Alternative D1 would be a beneficial impact to the City and the region.

All four development options and Alternative D1 would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 2,246 jobs projected for Alternative D1. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative D1 and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative D1 would require a similar amount of grading and site preparation as that required for Development Options A, D1-A, D1-B, and D1-C. Impacts associated with grading, due to fugitive dust within which VOCs are entrained, and potentially greater risk to human health associated with exposure to hazardous materials would be similar to those identified with Options A, D1-A, D1-B, and D1-C. Alternative D1, as well as all other alternatives, will incorporate structural designs that will avoid impacts to

adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences in geotechnical conditions between Alternative D1 and Options A, D1-A, D1-B, and D1-C. After implementation of mitigation, Alternative D1 and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Demand for potable water service would be decreased with Alternative D1 compared to Development Options A, D1-A, and D1-C and slightly increased compared to Option A. Alternative D1 would require 446,490 gpd of potable water compared to 995,857 gpd for Option A, 730,132 gpd for Option D1-A, 409,937 gpd for Option D1-B, and 592,445 gpd for Option D1-C. Domestic water services provided by the City of Burbank will be available as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Drainage/Flood Control

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The water would then flow onto the main parking lot north of the major retail buildings. This parking lot at the northeast end of the site would be designed to allow water to pond without entering the buildings. The flow would be contained in the lower areas of the lot with a maximum flooded width of 200 feet and a maximum depth of 1.5 feet. At the southeast end of the lot, the water would be moving slowly, due to the large, but shallow, flooded area. At the southeast end of the parking lot north of the railroad tracks on the B-199 site, the stormwater would flow from the parking area over the sidewalk and curb onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Alternative D1 would have similar effects on drainage and flood control as Options A, D1-A, D1-B, and D1-C. Alternative D1 would have similar overall drainage and flooding effects as Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4, Water

Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative D1, the drainage conditions on the remainder of the site will be the same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative D1 would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative D1 does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B or D1-C. Although Alternative D1 requires substantially less water than Options A, D1-A, and D1-C, the change is not considered significant. Alternative D1 and Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.6.A below, Alternative D1 would result in 41,249 total daily trips, 40 percent fewer total daily trips than Option A, 24 percent fewer than Option D1-A, 23 percent fewer than Option D1-B and 30 percent fewer than Option D1-C.

Table 5.6.A - Alternative D1 Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		P.M. Peak Hour			
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative D1	41,249	1,927	808	2,735	1,625	2,182	3,806

Source: Parsons Brinckerhoff, 1998 and 1999.

As shown in summary Tables 5.13.F and 5.13.G, Alternative D1 would result in LOS E or F at six intersections in the a.m. peak hour, while eight intersections would be significantly affected with Option A. For the p.m. peak hour, seven intersections would be significantly affected by Alternative D1, while ten intersections would be affected with Development Option A. Options D1-A, D1-B and D1-C would each result in significant adverse impacts at eight intersections in the p.m. peak hour.

For impacts on the regional highway system, Table 5.13.J provides a summary comparison of freeway impacts for Development Options A, D1-A, D1-B, and D1-C,

and all alternatives. Alternative D1 would result in significant a.m. peak hour impacts on the southbound I-5 from Sunland Boulevard to Hollywood Way. Alternative D1 would result in significant p.m. peak hour impacts on northbound I-5 from Olive Avenue to Burbank Boulevard, and on northbound I-5 from Buena Vista Street to Laurel Canyon.

Compared to Option A, Alternative D1 would result in fewer peak hour impacts, namely on the northbound I-5 from Osborne Street to Laurel Canyon and from Burbank Boulevard to the Ventura Freeway, southbound I-5 from the Hollywood Freeway to Penrose Boulevard and from Hollywood Way to Buena Vista Street, eastbound SR-134 from Concord to Route 2, and southbound SR-134 from I-5 to Route 2.

Compared to Option D1-A, Alternative D1 would result in fewer peak hour impacts, namely on northbound I-5 from the Hollywood Freeway to Laurel Canyon and from Olive Avenue to the Ventura Freeway, southbound I-5 from the Hollywood Freeway to Penrose Boulevard and from Hollywood Way to the Ventura Freeway, and on westbound SR-134 from I-5 to Concord.

Compared to Option D1-B, Alternative D1 would result in fewer significant peak hour impacts to the regional freeway system, namely on the northbound I-5 from the Hollywood Freeway to Laurel Canyon and from Olive Avenue to the Ventura Freeway, on southbound I-5 from the Hollywood Freeway to Penrose Boulevard and from Hollywood Way to Buena Vista Street, and on westbound SR-134 from I-5 to Concord.

Development Option D1-C has significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street, and on westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Option D1-C has significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-C, Alternative D1 would result in fewer peak hour impacts on the regional freeway system, namely on northbound I-5 from the Hollywood Freeway to Laurel Canyon and from Olive Avenue to the Ventura Freeway, and on southbound I-5 from Buena Vista Street to the Hollywood Freeway and Penrose Boulevard to Laurel Canyon. Alternative D1 would result in significant peak hour impacts only on eastbound SR-134 from I-5 to Route 2, while Option D1-C results in significant impacts on eastbound and westbound SR-134 from I-5 to Concord Street.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Although Alternative D1 results in significant adverse impacts on the regional freeway system, it substantially lessens significant effects when compared to Options A, D1-A, D1-B or D1-C. Alternative D1 does not avoid or substantially lessen significant effects on intersection level of service when compared to Options A, D1-A, D1-B or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips under Alternative D1 would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, Alternative D1 would generate a total of 41,249 vehicular trips from the project site.

Data in Table 5.6.B show that there would be no exceedance of either the State or federal CO standards for the one hour or eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.2 to 9.4 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from 5.7 to 6.2 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

Consistency analysis for Alternative D1 has results similar to Development Options A, D1-A, D1-B, and D1-C. The AQMP control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission, alternative fuel vehicles, infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202 (referenced in Alternative B) - On Road Motor Vehicle Mitigation Options would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C. Therefore, there is no substantive difference between this alternative and the four development options.

**Table 5.6.B - Carbon Monoxide Concentrations, ppm
Alternative D1**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	8.7	6.0
	25	8.6	6.0
	30	8.5	5.9
	35	8.4	5.8
Buena Vista Street & Thornton Avenue	18	8.5	5.9
	23	8.3	5.8
	28	8.3	5.8
	33	8.2	5.7
Buena Vista Street & Empire Avenue	18	9.4	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Vanowen Street	15	9.3	6.5
	20	9.0	6.2
	25	8.8	6.1
	30	8.7	6.0
Buena Vista Street & Victory Boulevard	20	8.5	5.9
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Buena Vista Street & Burbank Boulevard	20	8.4	5.8
	25	8.3	5.8
	30	8.3	5.8
	35	8.3	5.8
Buena Vista Street & Magnolia Avenue	20	8.5	5.9
	25	8.4	5.8
	30	8.4	5.8
	35	8.3	5.8

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.6.B - Carbon Monoxide Concentrations, ppm
Alternative D1 (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	8.4	5.8
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Buena Vista Street & Alameda Avenue	20	8.4	5.8
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Hollywood Way & Thornton Avenue	20	8.6	6.0
	25	8.5	5.9
	30	8.4	5.8
	35	8.3	5.8
Hollywood Way & Victory Boulevard	20	8.4	5.8
	25	8.3	5.8
	30	8.3	5.8
	35	8.2	5.7
Hollywood Way & Magnolia Avenue	20	8.5	5.9
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Hollywood Way & Alameda Avenue	20	8.4	5.8
	25	8.3	5.8
	30	8.3	5.8
	35	8.2	5.7
Burbank Boulevard & San Fernando Boulevard	24	8.6	6.0
	29	8.5	5.9
	34	8.4	5.8
	39	8.4	5.8

Source: LSA Associates, Inc. 1999.

Short-Term Construction Emissions

The short-term construction related impacts under Alternative D1 are similar to those resulting from Development Options A, D1-A, D1-B, and D1-C. The level of significance before mitigation is significant. Mitigation measures identified in Section 4.8, Air Quality, would apply to this alternative, as well as to Development Options A, D1-A, D1-B, and D1-C, to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative D1 does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Regional Air Quality Impacts

Stationary Sources

Proposed on-site uses under this project alternative include 153,000 sf auto sale, 318,120 sf retail uses, 346,980 sf office uses, 210 hotel rooms, and 54,900 sf of fast food/restaurant uses. These land uses would consume natural gas and electricity, thus producing air pollutant emissions. Based on Table A9-11, Emissions from Electricity Consumption by Land Uses, and Table A9-12, Estimating Emissions from Natural Gas Consumption, in SCAQMD CEQA Air Quality Handbook, Alternative D1 would generate criteria pollutant emissions as shown in Table 5.6.C.

Table 5.6.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Alternative D1					
Electricity Usage	7.85	0.39	45.11	4.71	1.57
Natural Gas Usage	1.82	0.48	10.92	— ¹	0.02
Subtotal Emissions	9.7	0.8	56.0	4.7	1.6
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0

Source: LSA Associates, Inc. 1999.

Mobile Sources

Vehicular trips would be associated with the proposed on-site uses under this alternative. As indicated above, 41,249 trips would be associated with the proposed uses. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.6.D.

¹ Negligible amount.

Table 5.6.D - Total Regional Emissions (pounds/day)

Category	CO¹	ROC²	NO_x	SO_x	PM₁₀
Stationary Sources	9.7	0.8	56.0	4.7	1.6
Mobile Sources	2217.7	209.4	315.9	31.2	46.5
Total Emissions	2227	210	372	36	48
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1999.

Total Regional Emissions

Estimated total emissions from long-term project operations are shown in Table 5.6.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations and would be significant.

Alternative D1 would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C, and would be below the federal and State standards for both the one hour and eight hour CO concentrations. Although total daily vehicular trips would be approximately 40 percent lower than the proposed project (Options A, D1-A, D1-B, and D1-C), total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four project development option scenarios. Alternative D1 would have air quality impacts similar to those of the Development Options A, D1-A, D1-B, and D1-C and would not result in a substantive change in impacts.

Although Alternative D1 exceeds SCAQMD thresholds for total emissions, it substantially lessens significant effects on regional emissions when compared to Development Options A, D1-A and D1-B. Alternative D1 does not avoid or substantially lessen significant effects on total regional emissions when compared to Option D1-C.

Noise***Rail Noise***

Implementation of Development Options A, D1-A, D1-B, and D1-C, and Alternative D1 would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

¹ Calculated in winter for worst case scenario.

² TOG emissions multiplied by a factor of 0.9.

Traffic Noise Impacts

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate the highway traffic related noise conditions in the vicinity of the project. This model is referenced in Alternative B.

Table 5.6.E provides the future Alternative D1 conditions noise levels adjacent to roads near the proposed project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.6.E show that for most of the roadway segments analyzed in the project vicinity the 70 dBA Ldn would be confined within the roadway right-of-way, except along Hollywood Way north of Thornton Avenue, where the 70 dBA Ldn would extend to 57 feet from the roadway centerline. Traffic noise levels under future Alternative D1 conditions would increase slightly over the future no build (baseline) level. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. In two of the roadway segments, Thornton Avenue west of Hollywood Way and Van Owen Avenue west of Buena Vista Street, there would be a slight decrease in traffic noise level with the implementation of Alternative D1. Therefore, the Alternative D1 scenario would have a less than significant traffic noise impacts on off-site sensitive land uses similar to the proposed project. No mitigation measures are required.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C. As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative D1 to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with commercial retail/restaurant/office/auto sales uses, such as loading and unloading activities and car repair and maintenance activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without mitigation, similar to Development Options A, D1-A, D1-B, and D1-C. On-site stationary source activities associated with this

Table 5.6.E - Alternative D1 Traffic Noise Level

Roadway Segment	ADT	Center-line to 70 Ldn (feet)	Center-line to 65 Ldn (feet)	Center-line to 60 Ldn (feet)	Ldn 50 feet from Outer-most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	32,800	< 50 ²	103	219	67.8	0.8
Buena Vista St. ST to Thornton Ave.	19,830	< 50	75	157	65.7	0.4
Buena Vista St. Thornton to Empire Ave.	19,170	< 50	73	154	65.5	0.5
Buena Vista St. Empire to Van Owen Ave.	30,860	< 50	99	210	67.6	0.7
Buena Vista St. Van Owen to Victory Blvd.	26,700	< 50	90	191	66.9	0.6
Buena Vista St. Victory to Burbank Blvd.	24,990	< 50	86	183	66.7	0.4
Buena Vista St. Burbank to Magnolia Ave.	25,850	< 50	88	187	66.8	0.1
Buena Vista St. Magnolia Ave to Olive Ave.	25,380	< 50	89	185	66.3	0.1
Buena Vista St. Olive Ave. to Alameda Ave.	25,810	< 50	90	187	66.4	0.0
Buena Vista St. S/O Alameda Ave.	28,720	< 50	96	201	66.8	0.0
Hollywood Way N/O Thornton Ave.	38,250	57	115	243	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	32,890	< 50	104	220	67.4	0.2
Hollywood Way Victory to Magnolia Ave.	23,450	< 50	84	176	66.0	0.2
Hollywood Way Magnolia to Alameda Ave.	27,470	< 50	93	195	66.6	0.0
Hollywood Way S/O Alameda Ave.	24,410	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	19,280	< 50	73	154	65.5	0.1
San Fernando Blvd. S/O Burbank Blvd.	11,970	< 50	57	114	63.0	0.1
San Fernando Blvd. W/O Buena Vista St.	25,100	< 50	87	183	66.7	0.2
San Fernando Blvd. E/O Buena Vista St.	31,700	< 50	101	214	67.7	0.7
Thornton Ave. W/O Hollywood Way	750	< 50	< 50	< 50	51.4	-0.1
Thornton Ave. Hollywood to Buena Vista St.	6,250	< 50	< 50	75	60.6	0.9
Thornton Ave. E/O Buena Vista St.	4,670	< 50	< 50	62	59.4	0.6

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Table 5.6.E - Alternative D1 Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Empire Ave. W/O Buena Vista St.	12,050	< 50	55	113	63.5	0.9
Empire Ave. E/O Buena Vista St.	20,660	< 50	77	161	65.8	1.5
Van Owen Ave. W/O Buena Vista St.	10,450	< 50	< 50	102	63.9	-0.2
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	19,480	< 50	74	155	65.6	0.4
Victory Blvd. Hollywood Way to Buena Vista St.	19,300	< 50	73	154	65.5	0.3
Victory Blvd. E/O Buena Vista St.	20,070	< 50	75	158	65.7	0.2
Burbank Ave. W/O Buena Vista St.	17,840	< 50	70	146	65.2	0.2
Burbank Ave. E/O Buena Vista St.	17,560	< 50	69	145	65.1	0.0
Burbank Blvd. W/O San Fernando Blvd.	35,090	< 50	107	229	68.1	0.1
Burbank Blvd. E/O San Fernando Blvd.	19,180	< 50	73	154	65.5	0.1
Magnolia Ave. W/O Hollywood Way	17,880	< 50	70	147	65.2	0.1
Magnolia Ave. Hollywood Way to Buena Vista St.	22,350	< 50	81	170	66.2	0.2
Magnolia Ave. E/O Buena Vista St.	23,830	< 50	84	177	66.4	0.0
Olive Ave. W/O Buena Vista St.	24,300	< 50	86	180	66.1	0.1
Olive Ave. E/O Buena Vista St.	24,110	< 50	86	179	66.1	0.1
Alameda Ave. W/O Hollywood Way	27,270	< 50	94	195	66.2	0.0
Alameda Ave. Hollywood Way to Buena Vista St.	20,460	< 50	80	162	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,280	< 50	77	156	64.7	0.0

Source: LSA Associates, Inc. 1999

project alternative would potentially result in noise annoyance at the residences in the immediate vicinity during the more sensitive nighttime hours.

Mitigation measures identified in Section 4.9, Noise, would apply to Alternative D1 to reduce on-site noise sources, such as unloading/loading activity. Mitigation requires that operations shall not exceed 60 dBA during the day. Mitigation measures for noise associated with on-site stationary sources would apply to Alternative D1 to lower impacts to below a level of significance.

Alternative D1 would result in traffic noise level changes similar to those of Development Options A, D1-A, D1-B, and D1-C. Although this project alternative would result in smaller traffic increases than the proposed project alternative, all traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources, under this project alternative, would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B and D1-C.

With implementation of mitigation, Alternative D1 and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Alternative D1 would result in less development than any of the four development option scenarios. Alternative D1, as well as all four development option scenarios, would change the views of the existing site conditions. The most potentially affected residential area is located west of the B-199 site. This area would be subject to light and glare from the auto sales use (with Options D1-A and D1-B). However, mitigation such as directional lighting and light/glare shields will be implemented, and the required block wall would provide a buffer to reduce light and glare effects.

Therefore, when compared to all four development option scenarios, it is expected that development of Alternative D1 would result in less aesthetic effects as Options A, D1-A, D1-B, and D1-C (after mitigation). With implementation of mitigation, Alternative D1 and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of

human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative D1, the impacts to recreational facilities would be less compared to Development Options A, D1-A, D1-B, and D1-C, due to the decreased number of employees generated on-site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation is included to potentially offset any impact to Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative D1 and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C would also be needed for Alternative D1.

Alternative D1 would generate approximately 6,985 tons of solid waste annually compared to 14,687 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B, and 11,228 tons/year for Option D1-C. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

This alternative would require an estimated 8,007 KW at peak times, and will consume approximately 37,234 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW, with an annual energy usage of 53,396 MWH,

Option D1-B has a peak demand of 16,205 KW and an annual energy usage of 46,132 MWH; Option D1-C has a peak demand of 12,309 KW and an annual energy usage of 55,971 MWH. Given this information, Alternative D1 would have a reduced demand on energy consumption, compared to Options A, D1-A, D1-B or D1-C. Alternative D1 includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative D1 would generate approximately 240,930 gpd of wastewater discharge, which is 259,320 gpd less than Option A, 178,620 gpd less than Option D1-A, 85,070 gpd less than Option D1-B, and 155,626 less than Option D1-C. Alternative D1 would result in fewer wastewater impacts than all four development options. Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative D1 to reduce impacts to below a level of significance.

Alternative D1 would generate 289 students to the Burbank Unified School District, using the generation rates presented in Section 4.5, Public Services and Utilities. Compared to Option A, Alternative D1 would generate 299 fewer students. Compared to Options D1-A and D1-C, Alternative D1 would generate 157 and 137 fewer students, respectively. Compared to Option D1-B, Alternative D1 would generate three additional students. Mitigation measures identified in Section 4.5 are applicable to Alternative D1 to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative D1 would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. Alternative D1 is 372,879 sf less than the smallest development option (Option D1-B); this difference in square footage is not considered significant in terms of impact to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, the impact to police and fire would be significant for Alternative D1, and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities, to reduce impacts to below a level of significance.

Overall, Alternative D1 would result in a reduced demand on public services and utilities compared to all four development option scenarios, due to the decreased density of building square footage. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative D1 and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of

this alternative will have effects similar to the proposed project, which would also be considered less than significant. Alternative D1 and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.7 ALTERNATIVE E

Similar to Alternative D, Alternative E shows a 166,888 sf automobile retail sales component on the B-199 site and the southeastern portion of the B-1 site (currently occupied by the VES system). This alternative shows 1,160,000 sf of office uses, 541,000 sf of retail uses, 79,000 sf of fast food and restaurant uses, and a 15,000 sf electrical substation. Alternative E shows 350 rooms in one or two hotels within the office component of the project, similar to Development Options A, D1-A, D1-B, and D1-C. The site plan for Alternative E is shown in Figure 5.7.1.

Attainment of Project Objectives

Alternative E meets all of the project objectives.

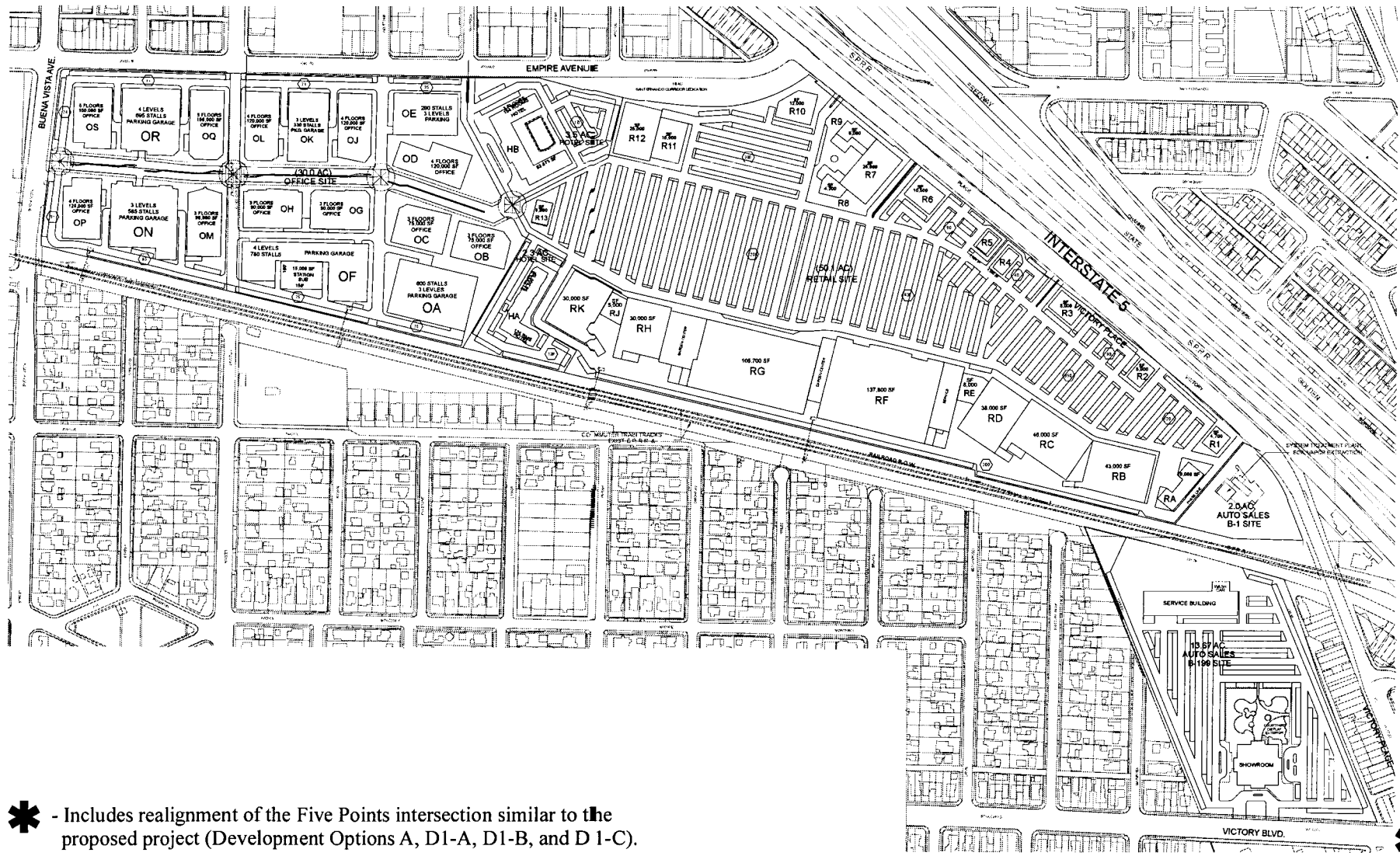
Land Use

The discretionary land use actions for Alternative E would be identical to the four development option scenarios requiring amendments to the General Plan and a change in zoning designation. This alternative would be consistent with the City's General Plan goals and policies and the intent of the City's zoning ordinance.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel, and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative E is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative E reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition



Base Map Source: Perkowitz & Ruth Architects, Inc.

1/7/00(BUR730)



LSA

Scale in Feet

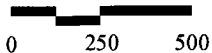


Figure 5.7.1

Detailed Site Plan - Alternative E

from defense related manufacturing to freeway oriented commercial and office uses provides a change from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative E, similar to Development Options A, D1-A, D1-B, and D1-C, would require several signs and an electronically lighted reader board sign. Signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) and electronically lighted reader board sign proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative E and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail components (and studio component) on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the commercial/office uses. Because of the separation of uses and the graduated building scheme, Alternative E and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative E nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative E or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in Alternative E. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative E or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative E will result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative E will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative E will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

On the B-199 portion of the site, Alternative E shows an auto dealership use, while Option A shows neighborhood commercial uses on the B-199 site. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to the

commercial shopping center or auto dealership use as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of the abrupt boundary, because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Alternative E, as well as Options D1-A and D1-B, shows auto dealership use on the B-199 site. The auto service is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings. As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall and building setback requirement is to provide a buffer between potentially incompatible land uses. Alternative E and Options D1-A and D1-B would all provide for a block wall and building setbacks, which would minimize off-site effects on the residences to the west of the B-199 site.

Option D1-C provides for a retail club warehouse use on the B-199 portion of the site, while Alternative E shows an auto dealership use. As stated above, of primary concern with the auto dealership is lighting, repair shop noise, car wash noise, and the scale and setback of commercial buildings. As part of the PD requirements, the block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

On-Site Uses

Compared to Development Option A, retail uses and restaurant/fast-food uses are reduced, and office use is increased with Alternative E. The retail uses and restaurant/fast-food uses proposed in this alternative are reduced by 121,236 sf and 51,700 sf, and the office use is increased by 102,200 sf. The total building square footage is reduced by 34,636 sf. The overall on-site activity would be reduced with Alternative E given the reduction in retail uses and food uses, which generate a substantial portion of on-site activity. The increase in office use would not generate a substantial difference in off-site effects. Due to the reduction in retail uses and food uses, the overall amount of on-site activity and the number of vehicular trips generated compared to Option A would be reduced, as would associated traffic, noise, and air quality impacts.

Compared to Development Option D1-A, office uses are increased by 560,000 sf, retail uses are increased by 2,500 sf, and restaurants and fast-food uses are decreased by 12,500 sf. Both Alternative E and Option D1-A show two hotels with a total of 350 hotel rooms. Option D1-A shows an auto sales component on the B-199 site, while Alternative E also shows an auto sales use but at a smaller scale. Overall, Alternative E results in a total increase of 461,888 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-A. However, given the separation

of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative E would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with Option D1-A, as well as with Alternative E, due to the auto sales use; however, since the auto sales component with Alternative E is reduced by 88,112 sf, the light and glare effects would be reduced. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with Alternative E, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-B, Alternative E shows an increase of 1,050,000 sf of office uses, an increase of 22,500 sf of restaurant and fast-food uses and a similar square footage of retail uses. Option D1-B provides for 300,560 sf of studio uses, whereas Alternative E does not. Both Option D1-B and Alternative E provide for two hotels for a total of 350 hotel rooms. Both Option D1-B and Alternative E show auto sales on the B-199 portion of the site, but Alternative E shows 88,112 sf less. Option D1-B shows a 300,560 sf studio use on the B-1 site, whereas Alternative E does not. Overall, Alternative E results in a total increase of 683,009 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-B. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative B would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with both Option D1-B and Alternative E due to the auto sales use; however, given the reduced density of the auto sales component with Alternative E, the effects would be reduced. In addition, as previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-C, office uses, retail uses, and restaurant and fast-food uses are increased with Alternative E. Office uses are increased by 787,000 sf, retail uses are increased slightly by 6,625 sf, and food uses are increased by 36,733 sf. Option D1-C shows two hotels with a total of 350 hotel rooms, whereas Alternative E does not. Overall, Alternative E results in a total increase of 719,242 sf of development on the site and would increase activity compared to Option D1-C. Option D1-C shows auto sales, but only on the B-1 site, while a retail club warehouse use is shown on the B-199 site. Alternative E shows auto sales use on the B-199 site. Auto sales would result in greater light and glare impacts than the retail club warehouse use. However, as part of the PD requirements, a block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Based on this information, implementation of Alternative E would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

Mitigation measures identified in Section 4.1 and 4.10 for Development Options A, D1-A, and D1-B would apply to this alternative to reduce land use compatibility impacts.

A six acre transition area is also proposed between the retail and office components on the B-1 site. This transition area is envisioned to accommodate a minimum of three acres of commercial recreation uses with other potential uses including general office and/or a hotel with 350 rooms. The transition area would be the last phased developed on the site.

Compared to Development Option D1-A, Alternative E shows an office component that is increased by 560,000 sf and a retail component that is increased by 2,500 sf. Overall, Alternative E would result in 461,888 sf more building density than Development Option D1-A. As described above, these square footages also reflect a three acre commercial recreation area proposed between the retail and office components. Overall activity on the site would be greater with Alternative E compared to Option D1-A, due to the increased building density.

Compared to Development Option D1-B, Alternative E shows an office component that is increased by 1,050,000 sf and a retail component that is decreased by nearly 1,000 sf. Overall, Alternative E would result in 683,009 sf more building density than Development Option D1-B. These square footages also reflect a three acre commercial recreation area proposed between the retail and office components. Overall activity on the site would be greater with Alternative E compared to Option D1-B, due to the increased building density.

Due to the reduction in density and different land uses proposed, Alternative E would result in a marginal decrease in activity on-site compared to Development Options A, D1-A or D1-B. Land use compatibility would marginally change, given the types of land uses and on-site activity shown with the four development option scenarios and Alternative E. Since land use compatibility with Alternative E is only marginally different from Development Options A, D1-A and D1-B, the impact is not considered substantially less.

After implementation of mitigation, Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Alternative E would neither provide any housing nor affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative E would provide a greater number of employment opportunities than Development Options A, D1-A, D1-B, and D1-C, given the high building square footage and the types of land uses shown. Alternative E is projected to create approximately 4,801 jobs for the City of Burbank and the surrounding jurisdictions, which is five percent higher than Option A, 39 percent higher than Option D1-A, 116 percent higher than Option D1-B and 45 percent higher than Option D1-C. Overall, the number of job opportunities identified for Alternative E would be a beneficial impact to the City and the region.

All four development options and Alternative E would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 4,801 jobs projected for Alternative E. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative E would require a similar amount of grading and site preparation as required for Development Options A, D1-A, D1-B, and D1-C. Impacts associated with grading, due to fugitive dust within which VOCs are entrained, and potentially greater risk to human health associated with exposure to hazardous materials, would be similar to those identified with Options A, D1-A, D1-B, and D1-C. Alternative E, as well as all other alternatives, will incorporate structural designs that will avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences in geotechnical conditions between Alternative E and Options A, D1-A, D1-B and D1-C. After implementation of mitigation, Alternative E and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative E would require 760,924 gpd of potable water while Options A, D1-A, D1-B, and D1-C would require 995,857 gpd, 730,132 gpd, 409,937 gpd, and 592,445 gpd, respectively. Domestic water services provided by the City of Burbank will be available

as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Drainage/Flood Control

The effects of Alternative E on drainage and flood control would be similar to those of Development Options A, D1-A and D1-C. This alternative would result in a similar amount of surface runoff, since the entire project site will be developed with either structures and paved parking lots or parking structures.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The water would then flow onto the main parking lot north of the major retail buildings. This parking lot at the northeast end of the site would be designed to allow water to pond without entering the buildings. The flow would be contained in the lower areas of the lot with a maximum flooded width of 200 feet and a maximum depth of 1.5 feet. At the southeast end of the lot, the water would be moving slowly, due to the large, but shallow, flooded area. At the southeast end of the parking lot north of the railroad tracks on the B-199 site, the stormwater would flow from the parking area over the sidewalk and curb onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Alternative E would have greater overall drainage and flooding effects than Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4, Water Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative E, the drainage conditions on the remainder of the site will be the same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, and D1-B), Alternative E would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative E does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B or D1-C. Although Alternative E would require less potable water than Option A, and an increased demand compared to Options D1-A, D1-B, and D1-C, the change in demand is not considered

significant. Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.7.A below, Alternative E would result in 60,910 total daily trips, 13 percent fewer total daily trips than Option A, 12 percent more than Option D1-A, 13 percent more than Option D1-B and 13 percent greater than Option D1-C.

Table 5.7.A - Alternative E Trip Generation

	Total Daily	Trips Generated					
		A.M. Peak Hour			P.M. Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative E	60,910	3,329	1,328	4,657	2,274	3,471	5,745

Source: Parsons Brinckerhoff, 1998 and 1999.

Similar to Development Option A, Alternative E would create a significant adverse impact of LOS E or F at eight intersections in the a.m. peak hour, as shown in summary tables 5.13.F and 5.13.G. Options D1-A, D1-B and D1-C would each result in a significant adverse impact at six intersections in the a.m. peak hour. For the p.m. peak hour intersection LOS, Alternative E and Development Option A would result in the same LOS intersection conditions, with ten intersections resulting in LOS E or F in the p.m. peak hour. Options D1-A, D1-B and D1-C would each result in significant adverse impact at eight intersections in the p.m. peak hour.

As shown in Table 5.13.J, impacts to the regional freeway system are similar for Development Option A and Alternative E. For the a.m. peak hour, the impacts to the I-5 Freeway and the Ventura Freeway are the same and are considered significant. For the p.m. peak hour, the impacts to these two freeways are slightly fewer, with one less freeway segment affected on the I-5 Freeway (southbound Ventura Freeway to Colorado Boulevard) and one less segment affected on the Ventura Freeway (Eastbound Glendale Boulevard to Route 2). However, the a.m. and p.m. peak hour impacts to these two freeways are considered significant, based on the LACMTA definition of an impact on a regional freeway system.

Both Development Options D1-A and D1-B have significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista Street, and westbound SR-134 from Concord Street to I-5. In addition, Option D1-A has significant a.m. peak

hour impacts on southbound I-5 from Burbank Boulevard to the Ventura Freeway. In the p.m. peak hour, Options D1-A and D1-B have significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Development Option D1-A and D1-B, Alternative E would result in greater overall impacts on the regional freeway system, specifically on northbound I-5 from Osborne Street to the Hollywood Freeway. Alternative E, similar to Option D1-B, does not result in a significant impact on southbound I-5 from the Ventura Freeway to Burbank Boulevard, while Option D1-A does. In addition, Alternative E would result in significant impacts on eastbound SR-134 from Concord to Glendale Boulevard and on westbound SR-134 from Concord to Route 2.

Development Option D1-C has significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street, and on westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Option D1-C has significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-C, Alternative E would result in greater peak hour impacts on the regional freeway system, namely on northbound I-5 from Osborne Street to the Hollywood Freeway and on southbound I-5 from Laurel Canyon to the Hollywood Freeway. Alternative E would also result in significant peak hour impacts on eastbound SR-134 from I-5 to Glendale Boulevard and on westbound SR-134 from Route 2 to I-5, while Option D1-C results in significant impacts only on eastbound and westbound SR-134 from I-5 to Concord Street.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Alternative E does not avoid or substantially lessen significant effects on intersection level of service or the regional highway system when compared to Options A, D1-A, D1-B, or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips under Alternative E would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, this alternative would generate a total of 64,370 vehicular trips from the project site.

Data in Table 5.7.B show that there would be no exceedance of either the State or federal CO standards for the one hour or eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.8 to 12.2 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from 6.1 to 8.5 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

AQMP consistency analysis for Alternative E is similar to that of Development Options A, D1-A, D1-B, and D1-C. AQMP control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission and alternative fuel vehicles and infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202 (referenced in Alternative B) - On Road Motor Vehicle Mitigation Options would apply to this alternative, as well as Development Option A, D1-A, D1-B and D1-C. Therefore, there is no substantive difference between this alternative and the four development option scenarios.

Short-Term Construction Impacts

The short-term construction related impacts under Alternative E are similar to those of Development Options A, D1-A, D1-B, and D1-C. Mitigation measures identified for the proposed project apply to Alternative E as well. The level of significance before mitigation is significant. Mitigation measures outlined in Section 4.8, Air Quality, would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C, to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

**Table 5.7.B - Carbon Monoxide Concentrations, ppm
Alternative E**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	10.4	7.2
	25	9.9	6.9
	30	9.6	6.7
	35	9.5	6.6
Buena Vista Street & Thornton Avenue	18	9.4	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Empire Avenue	18	12.2	8.5
	23	11.3	7.9
	28	10.8	7.5
	33	10.5	7.3
Buena Vista Street & Vanowen Street	15	10.9	7.6
	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
Buena Vista Street & Victory Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Burbank Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.1	6.3
Buena Vista Street & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.4	6.5

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.7.B - Carbon Monoxide Concentrations, ppm
Alternative E (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
	35	9.3	6.5
Hollywood Way & Victory Boulevard	20	9.5	6.6
	25	9.3	6.5
	30	9.1	6.3
	35	9.0	6.2
Hollywood Way & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Hollywood Way & Alameda Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.8	6.8
	29	9.6	6.7
	34	9.4	6.5
	39	9.3	6.5

Source: LSA Associates, Inc. 1998.

Alternative E does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Regional Air Quality Impacts

Stationary Sources

Proposed on-site uses under this project alternative would consume natural gas and electricity. Based on Table A9-11 and Table A9-12 in SCAQMD CEQA Air Quality Handbook, Alternative E is estimated to generate criteria pollutant emissions as shown in Table 5.7.C.

Table 5.7.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Alternative E					
Electricity Usage	15.54	0.78	89.36	9.32	3.11
Natural Gas Usage	3.07	0.81	18.41	— ¹	0.03
Subtotal Emissions	18.6	1.6	107.8	9.3	3.1
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0

Source: LSA Associates, Inc. 1998.

Mobile Sources

As indicated in the traffic analysis, 60,910 trips would be associated with the proposed uses. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.7.D.

¹ Negligible amount.

Table 5.7.D - Total Regional Emissions (pounds/day)

Category	CO¹	ROC²	NO_x	SO_x	PM₁₀
Stationary Sources	18.6	1.6	107.8	9.3	3.1
Mobile Sources	3768.6	281.9	446.4	53.1	79.0
Total Emissions	3787	284	554	62	82
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1998.

Total Regional Emissions

Estimated total emissions from long-term project operations are shown in Table 5.7.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations and would be significant.

Alternative E would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C, and would be below the federal and State standards for both the one hour and eight hour CO concentrations. Total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four project development options. Air quality impacts during construction of this project alternative would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have air quality impacts similar to those of the Development Options A, D1-A, D1-B, and D1-C.

Alternative E does not avoid or substantially lessen significant effects on total regional emissions when compared to Development Options A, D1-A, D1-B or D1-C. Alternative E increases significant effects when compared to Development Option D1-C.

Noise

Implementation of Development Options A, D1-A, D1-B, and D1-C, or Alternative E would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

¹ Calculated in winter for worst case scenario.

² TOG emissions multiplied by a factor of 0.9.

Traffic Noise

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate the highway traffic related noise conditions in the vicinity of the project. This model is referenced in Alternative B.

Table 5.7.E provides the future Alternative E conditions noise levels adjacent to roads near the proposed project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.7.E show that for most of the roadway segments analyzed in the project vicinity the 70 dBA Ldn would be confined within the roadway right-of-way, except along Buena Vista Street north of San Fernando Boulevard, Hollywood Way north of Thornton Avenue, and Burbank Boulevard west of San Fernando Boulevard, where the 70 dBA Ldn would extend to 54, 58, and 54 feet, respectively, from the roadway centerline. Traffic noise levels under future Alternative E conditions would increase slightly over the future no build (baseline) level. These increases would be less than 3 dB over their corresponding no build levels and would be considered less than significant.

Therefore, the Alternative E scenario would have less than significant traffic noise impacts on off-site sensitive land uses. No mitigation measures are required.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C. As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{\max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative E to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with commercial retail/restaurant/office/auto sales uses, such as loading and unloading activities and car repair and maintenance activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without mitigation. On-site stationary source activities associated with Alternative E would potentially result in noise annoyance at the residences in the immediate vicinity during the more sensitive nighttime hours.

Table 5.7.E - Alternative E Traffic Noise Level

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	36,230	53	110	234	68.3	1.3
Buena Vista St. ST to Thornton Ave.	21,050	< 50 ²	78	163	65.9	0.6
Buena Vista ST Thornton to Empire Ave.	20,740	< 50	77	162	65.8	0.8
Buena Vista ST Empire to Van Owen Ave.	34,140	< 50	106	225	68.0	1.1
Buena Vista ST Van Owen to Victory Blvd.	29,175	< 50	95	203	67.3	1.0
Buena Vista ST Victory to Burbank Blvd.	25,980	< 50	89	188	66.8	0.5
Buena Vista ST Burbank to Magnolia Ave.	26,465	< 50	90	190	66.9	0.2
Buena Vista ST Magnolia Ave to Olive Ave.	25,605	< 50	89	186	66.3	0.1
Buena Vista ST Olive Ave. to Alameda Ave.	25,750	< 50	89	187	66.4	0.0
Buena Vista ST S/O Alameda Ave.	28,890	< 50	96	202	66.9	0.1
Hollywood Way N/O Thornton Ave.	38,720	58	116	245	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	33,155	< 50	105	221	67.5	0.3
Hollywood Way Victory to Magnolia Ave.	23,515	< 50	85	176	66.0	0.2
Hollywood Way Magnolia to Alameda Ave.	27,715	< 50	94	196	66.7	0.1
Hollywood Way S/O Alameda Ave.	24,440	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	19,880	< 50	75	157	65.7	0.3
San Fernando Blvd. S/O Burbank Blvd.	12,960	< 50	60	120	63.4	0.5
San Fernando Blvd. W/O Buena Vista St.	25,530	< 50	88	185	66.7	0.2
San Fernando Blvd. E/O Buena Vista St.	33,440	< 50	104	222	67.9	0.9
Thornton Ave. W/O Hollywood Way	780	< 50	< 50	< 50	51.6	0.1
Thornton Ave. Hollywood to Buena Vista St.	6,260	< 50	< 50	75	60.6	0.9
Thornton Ave. E/O Buena Vista St.	5,100	< 50	< 50	66	59.8	1.0

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Table 5.7.E - Alternative E Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Empire Ave. W/O Buena Vista St.	13,590	< 50	59	123	64.0	1.4
Empire Ave. E/O Buena Vista St.	24,450	< 50	85	180	66.6	2.3
Van Owen Ave. W/O Buena Vista St.	12,750	< 50	54	117	64.8	0.7
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	20,450	< 50	76	160	65.8	0.6
Victory Blvd. Hollywood Way to Buena Vista St.	19,765	< 50	75	157	65.6	0.4
Victory Blvd. E/O Buena Vista St.	20,960	< 50	77	163	65.9	0.4
Burbank Ave. W/O Buena Vista St.	18,570	< 50	72	150	65.4	0.4
Burbank Ave. E/O Buena Vista St.	18,190	< 50	71	148	65.3	0.2
Burbank Blvd. W/O San Fernando Blvd.	36,850	54	111	236	68.3	0.3
Burbank Blvd. E/O San Fernando Blvd.	19,890	< 50	75	157	65.7	0.3
Magnolia Ave. W/O Hollywood Way	18,300	< 50	71	149	65.3	0.2
Magnolia Ave. Hollywood Way to Buena Vista St.	22,680	< 50	81	172	66.2	0.2
Magnolia Ave. E/O Buena Vista St.	24,200	< 50	85	179	66.5	0.1
Olive Ave. W/O Buena Vista St.	24,780	< 50	87	182	66.2	0.2
Olive Ave. E/O Buena Vista St.	24,380	< 50	86	181	66.1	0.1
Alameda Ave. W/O Hollywood Way	27,420	< 50	95	196	66.3	0.1
Alameda Ave. Hollywood Way to Buena Vista St.	20,660	< 50	80	163	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,470	< 50	78	157	64.8	0.1

Source: LSA Associates, Inc. 1998

Mitigation measures for noise associated with on-site stationary sources would apply to Alternative E to lower impacts to a less than significant level.

Implementation of Alternative E would result in traffic noise level changes similar to those of Development Options A, D1-A, D1-B, and D1-C. All traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources under this project alternative would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B, and D1-C.

With implementation of mitigation, Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Alternative E would require a similar amount of development on the project site as Option A, but over 400,000 sf of development more than Options D1-A, D1-B, or D1-C. Alternative E, as well as all four development option scenarios, would change the views of the existing site conditions. The most potentially affected residential area is located west of the B-199 site. This area would be subject to light and glare from the auto sales use (with Options D1-A and D1-B). However, mitigation such as directional lighting and light/glare shields will be implemented, and the required block wall would provide a buffer to reduce light and glare effects.

Alternative E would result in increased density on the site compared to Options D1-A, D1-B, and D1-C; however, the overall visual and light and glare effects would be similar. Mitigation measures identified for all four development options would reduce these potential impacts to below a level of significance.

Therefore, when compared to all four development option scenarios, it is expected that development of Alternative E would result in similar aesthetic effects as Options A, D1-A, D1-B, and D1-C. With implementation of mitigation, Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated

concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative E, the impacts to recreational facilities would be greater than with Options A, D1-A, D1-B or D1-C. The increase in impacts is due to the increased number of employees generated on site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative E and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C would also be needed for Alternative E.

Alternative E would generate approximately 16,610 tons of solid waste annually compared to 14,687 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B and 11,228 tons/year for Option D1-C. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

This alternative would require an estimated 15,658 KW at peak times and would consume approximately 70,601 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW, with an annual energy usage of 53,396 MWH; Option D1-B has a peak demand of 16,205 KW and an annual energy usage of

46,132 MWH. Option D1-C has a peak demand of 12,309 KW and an annual energy usage of 55,791 MWH. Given this information, Alternative E would have a reduced demand on energy consumption compared to Option A only. Compared to the remaining development options (D1-A, D1-B and D1-C), Alternative E would result in an increased demand on peak demand and total annual energy consumption. Alternative E includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative E would generate approximately 507,850 gpd of wastewater discharge, which is 7,600 gpd more than Option A, 88,300 gpd more than Option D1-A, 181,850 gpd more than Option D1-B, and 111,294 gpd more than Option D1-C. Alternative E would result in a greater wastewater impacts compared to all the development options (Options A, D1-A, D1-B, and D1-C). Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative E to reduce impacts to below a level of significance.

Alternative E would generate 618 students to the Burbank Unified School District, using the generation rates presented in Section 4.5, Public Services and Utilities. Compared to Option A, Alternative E would generate 30 additional students. Compared to Options D1-A, D1-B and D1-C, Alternative E would generate 172, 332 and 192 additional students, respectively. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative E would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. Alternative E is shown with 34,636 sf less than the largest development option (Option A), and the difference in square footage is not considered significant in terms of impact to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, the impact to police and fire would be significant for Alternative E and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities, to reduce impacts to below a level of significance.

Overall, Alternative E would result in impacts on public services and utilities similar to Development Option A and an increased demand on public services and utilities compared to Options D1-A, D1-B and D1-C, due to the increased density of building square footage and mix of land uses. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from

development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of this alternative will have effects similar to the proposed project, which would also be considered less than significant. Alternative E and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.8 ALTERNATIVE F

This alternative shows the same land uses and square footage on the B-1 site as Development Option A, which includes up to 1,057,800 sf of office (including 350 rooms in one or two hotels), up to 662,236 sf of retail center uses, up to 130,700 sf of fast-food/restaurant uses, and a 15,000 sf electrical substation. The only difference is that the neighborhood retail center on the B-199 site is replaced with a 58,200 sf automobile retail sales component. In addition, similar to Options A, D1-A, D1-B, and D1-C, the property boundaries of the B-199 site will be expanded to include several parcels fronting on Victory Boulevard, Victory Place and Burbank Boulevard (known as the Five Points intersection). These parcels will be acquired as a means to facilitate realignment of the intersection of Victory Place, Victory Boulevard, and Burbank Boulevard to reduce traffic impacts. Addition of the Victory Boulevard and Burbank Boulevard intersection to the four development option scenarios is addressed in Chapter 3.0, Project Description. The site plan for Alternative F is shown in Figure 5.8.1.

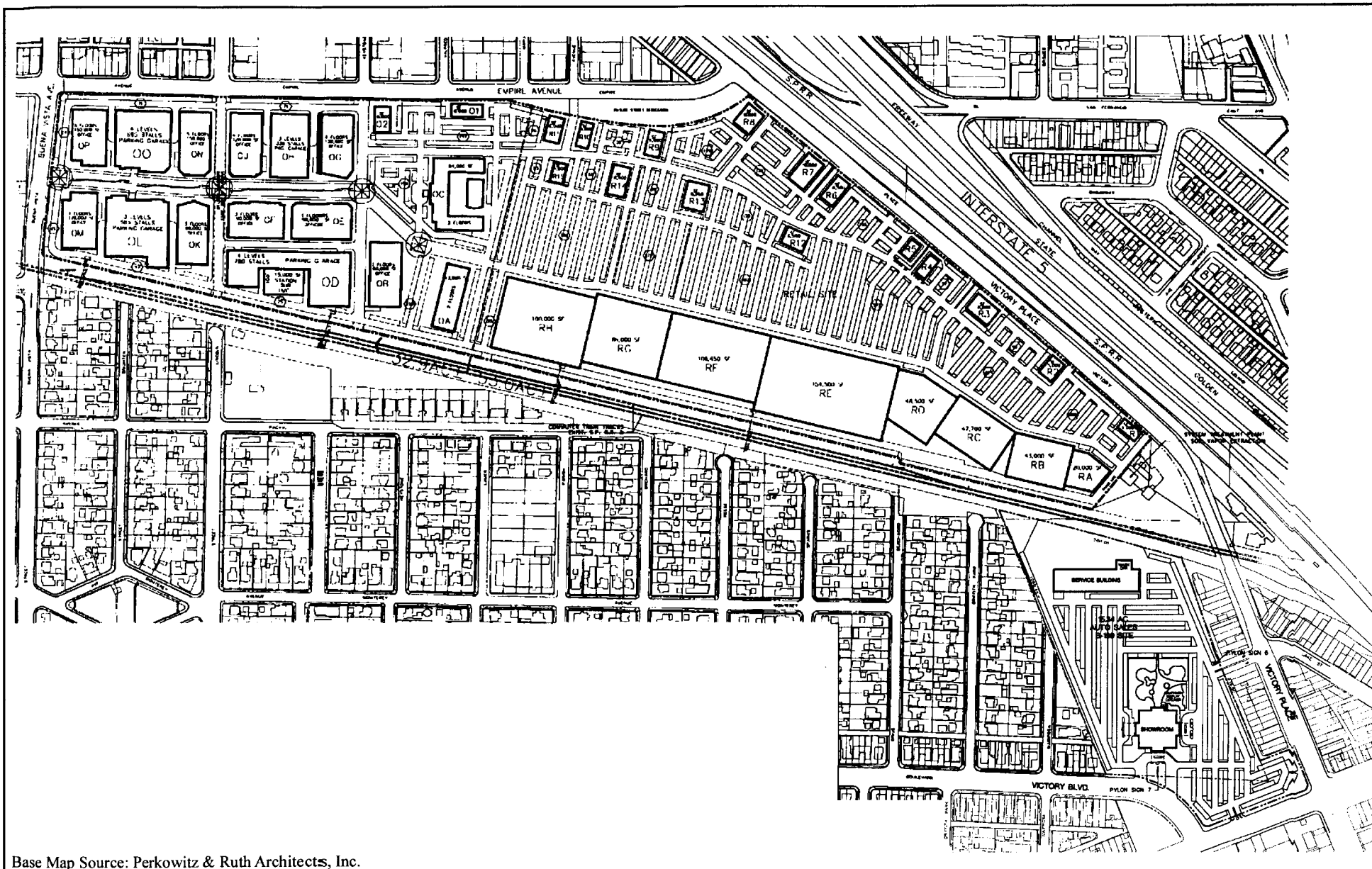
Attainment of Project Objectives

Alternative F meets all of the project objectives.

Land Use

The discretionary land use actions for Alternative F would be identical to the four development option scenarios requiring amendments to the General Plan and a change in zoning designation. This alternative would be consistent with the City's General Plan goals and policies and the intent of the City's zoning ordinance.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.



Base Map Source: Perkowitz & Ruth Architects, Inc.

8/10/99(BUR730)

Figure 5.8.1

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative F is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative F reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. The transition from defense related manufacturing to freeway oriented commercial and office uses provides a change from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative F, similar to Development Options A, D1-A, D1-B, and D1-C, would require several signs and an electronically lighted reader board sign. Signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) and electronically lighted reader board sign proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional shop signs proposed for the building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative F and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. Visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection.

The commercial, office, and retail components (and studio component) on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the commercial/office uses. Because of the

separation of uses and the graduated building scheme, Alternative F and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative F nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative F or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in Alternative F. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative F or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative F will result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of commercial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative F will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative F will be limited to the closest residences, at a distance of

approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

Option A shows neighborhood commercial uses on the B-199 site, while Alternative F shows an auto sales component. Although not a physical intrusion into the neighborhood, residents in the immediate vicinity, especially on Mariposa Street, will view the transition from the residential neighborhood to the commercial shopping center or auto sales use as an abrupt change in land use, demarking the boundary of the neighborhood. Regardless of the abrupt boundary, because of the separation of these land uses by a block wall and building setback, there is no physical impact to adjacent residences.

Alternative F and Options D1-A and D1-B all show auto dealership use on the B-199 site; however, the building size is reduced in Alternative F. The auto service is limited to the maintenance and exchange of auto parts only, requiring no open flame or welding. The service use will also include the operation of pneumatic tools and hydraulic lifts. The auto body repair, including a paint booth, will be located behind the commercial frontage on Victory Place, substantially removed from the residential neighborhood. A primary concern is auto dealership lighting, repair shop noise, car wash noise, and the scale and setback of the commercial buildings. As part of the PD requirements, a block wall and building setback of 20 feet are required adjacent to these residences (Zoning Code Section 31-724). The intent of the block wall and building setback requirement is to provide a buffer between potentially incompatible land uses. Alternative F and Options D1-A and D1-B would all provide for a block wall and building setbacks, which would minimize off-site effects on the residences to the west of the B-199 site.

Option D1-C provides for a retail club warehouse use on the B-199 portion of the site, while Alternative F shows an auto sales component. As stated above, of primary concern with the auto dealership is lighting, repair shop noise, car wash noise, and the scale and setback of commercial buildings. As part of the PD requirements, the block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Alternative F, similar to the four development option scenarios, includes realignment of the Five Points intersection and would also result in displacement of 13 businesses. Traffic impacts would be reduced with realignment of the Five Points intersection, as discussed in Section 4.7, Traffic and Circulation.

On-Site Uses

Compared to Development Option A, retail and office uses are the same square footage, while restaurant/fast-food uses are reduced by 14,800 sf with Alternative F. On the B-199 portion of the site, Option A shows a neighborhood commercial center, while Alternative F shows an auto sales component. Both Option A and Alternative F show two hotels with a total of 350 hotel rooms. The total building square footage is reduced by 87,383 sf, and the effects of Alternative F on residential uses to the north and south

would be reduced compared to Option A. This is due primarily to the difference in land use on the B-199 site, since the neighborhood commercial center would generate more vehicular trips than an auto dealership. Therefore, the overall amount of on-site activity and the number of vehicular trips generated compared to Option A would be reduced, as would associated traffic, noise, and air quality impacts.

Compared to Development Option D1-A, office uses, retail uses, and restaurant and fast-food uses are increased with this alternative. Office uses are increased by 457,800 sf, retail uses are increased by 123,736 sf, and restaurant/fast-food uses are increased by 24,400 sf. Both Option D1-A and Alternative F show two hotels with a total of 350 hotel rooms. Additionally, both Option D1-A and Alternative F show an auto sales component on the B-199 site; however, the auto sales component shown with Alternative F is 196,795 sf smaller. Overall, Alternative F results in a total increase of 409,141 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-A. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative F would be minimized. Residences adjacent to the B-199 portion of the site would experience increased light and glare impacts with both Option D1-A and Alternative F due to the auto sales use; however, given the reduced scale of Alternative F, the light and glare effects would be reduced. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-B, Alternative F shows an increase of 947,800 sf of office uses, an increase of 59,400 sf of restaurant and fast-food uses, and an increase of 120,417 sf of retail uses. Option D1-B shows a 300,560 sf studio use, whereas Alternative F does not. Both Alternative F and Option D1-B provide for two hotels for a total of 350 hotel rooms. In addition, both show an auto sales component on the B-199 portion of the site; however, the scale is reduced by 196,795 sf. Overall, Alternative F results in a total increase of 630,262 sf of development on both the B-1 and B-199 sites and would increase activity compared to Option D1-B. The difference in retail and food use square footage and increase in office use contribute to the increased activity on site. However, given the separation of adjacent residences from the B-1 portion of the site, the off-site effects of Alternative F would be minimized. Residences adjacent to the B-199 portion of the site would experience light and glare impacts with both Option D1-B and Alternative F due to the auto sales use; however, given the reduced scale of the auto sales component as shown with Alternative F, the effects would be lessened. As previously described, a block wall will be constructed, and a building setback of 20 feet would be required, providing a buffer between the land uses to minimize off-site effects on the residences to the west of the B-199 site. Although overall activity on the site would increase with the higher density, thereby increasing on-site loading activities, vehicle operations, parking, and overall outdoor activity, the separation of sensitive land uses and the use of the block wall and building setbacks would minimize land use compatibility conflicts.

Compared to Development Option D1-C, office uses, retail uses, and restaurant and fast-food uses are increased with Alternative F. Office uses are increased by 487,800 sf, retail uses are increased by 103,125 sf, and food uses are increased by 45,433 sf. Both Option D1-C and Alternative F show two hotels with a total of 350 hotel rooms. Overall, Alternative F results in a total increase of 452,659 sf of development on the site and would increase activity compared to Option D1-C. Option D1-C shows auto sales, but only on the B-1 site, while a retail club warehouse use is shown on the B-199 site. Alternative F shows an auto sales component on the B1-99 site. As part of the PD requirements, a block wall and building setbacks would provide a buffer to reduce off-site impacts to the residences to the west of the B-199 site.

Based on this information, implementation of Alternative F would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

After implementation of mitigation, Alternative F and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Alternative F would neither provide any housing nor affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative F would provide fewer employment opportunities than Development Option A; however, Alternative F would provide more opportunities than Options D1-A, D1-B, or D1-C, given the higher building square footage. Alternative F is projected to create approximately 4,465 jobs for the City of Burbank and the surrounding jurisdictions, which is two percent lower than Option A, 29 percent higher than Option D1-A, 101 percent higher than Option D1-B, and 35 percent higher than Option D1-C. The increase in employment opportunities identified for Alternative F would be a beneficial impact to the City and the region.

All four development options and Alternative F would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 4,465 jobs projected for Alternative F. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B, and D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative F and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical

Alternative F would require an amount of grading and site preparation similar to that required for Development Options A, D1-A, D1-B, and D1-C. Impacts associated with grading, due to fugitive dust within which VOCs are entrained and potentially greater risk to human health associated with exposure to hazardous materials, would be similar to those identified with Options A, D1-A, D1-B, and D1-C. Alternative F, as well as all other alternatives, will incorporate structural designs that will avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences in geotechnical conditions between Alternative F and Options A, D1-A, D1-B, and D1-C. After implementation of mitigation, Alternative F and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative F would require 925,801 gpd while Options A, D1-A, D1-B, and D1-C would require 995,857 gpd, 730,132 gpd, 409,937 gpd, and 592,445 gpd, respectively. Domestic water services provided by the City of Burbank will be available as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Drainage/Flood Control

The effects of Alternative F on drainage and flood control would be similar to those of Development Options A, D1-A, and D1-C. This alternative would result in a similar amount of surface runoff, since the entire project site will be developed with either structures and paved parking lots or parking structures. The expanded B-199 site boundary and realignment of the Five Points intersection would not significantly increase the amount of impervious surfaces over the existing condition.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The flows would travel to the parking lot at the northeast end of the site and the parking lot north of the railroad tracks on the B-199 site, where they would continue to flow onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require

additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Alternative F would have greater overall drainage and flooding effects compared to Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4, Water Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative F, the drainage conditions on the remainder of the site will be the same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative F would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative F does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B or D1-C. Although Alternative F requires a similar demand of potable water as Option A and a substantially increased demand compared to Options D1-A, D1-B, and D1-C, the change in demand is not considered significant. Alternative F and Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.8.A below, Alternative F would result in 61,984 total daily trips, almost 11 percent fewer total daily trips than with Development Option A, 14 percent greater than Option D1-A, 15 percent greater than Option D1-B, and 15 percent greater than Option D1-C.

Only trip generation characteristics for Alternative F are provided in this section since Alternative F is similar to Alternative E in land uses proposed. Since the two alternatives are similar, the impacts of Alternative F on the regional freeway system and intersection level of service would be the same as for Alternative E.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Alternative F does not avoid or substantially lessen significant effects on intersection level of service or the regional highway system when compared to Options A, D1-A, D1-B or D1-C.

Table 5.8.A - Alternative F Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		P.M. Peak Hour			
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative F	61,984	3,082	1,225	4,307	2,399	3,479	5,877

Source: Parsons Brinckerhoff, 1998 and 1999.

Air Quality

Long-Term Microscale Projections

Vehicular trips under Alternative F would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, Alternative F would generate a total of 61,984 vehicular trips from the project site.

Data in Table 5.8.B show that there would be no exceedance of either the State or federal CO standards for the one hour or the eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.8 to 12.2 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from 6.1 to 8.5 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

**Table 5.8.B - Carbon Monoxide Concentrations, ppm
Alternative F**

**Table 5.8.B - Carbon Monoxide Concentrations, ppm
Alternative F (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	10.4	7.2
	25	10.0	6.9
	30	9.7	6.7
	35	9.5	6.6
Buena Vista Street & Thornton Avenue	18	9.4	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Empire Avenue	18	12.2	8.5
	23	11.3	7.9
	28	10.8	7.5
	33	10.5	7.3
Buena Vista Street & Vanowen Street	15	11.0	7.6
	20	10.2	7.1
	25	9.8	6.8
	30	9.6	6.7
Buena Vista Street & Victory Boulevard	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Burbank Boulevard	20	9.9	6.9
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.5	6.6
	35	9.4	6.5

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.8.B - Carbon Monoxide Concentrations, ppm
Alternative F (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	10.2	7.1
	25	9.8	6.8
	30	9.5	6.6
	35	9.3	6.5
Hollywood Way & Victory Boulevard	20	9.5	6.6
	25	9.3	6.5
	30	9.1	6.3
	35	9.0	6.2
Hollywood Way & Magnolia Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Hollywood Way & Alameda Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.8	6.8
	29	9.6	6.7
	34	9.4	6.5
	39	9.3	6.5

Source: LSA Associates, Inc. 1998.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

Consistency analysis for Alternative F has similar results compared to that of the proposed project. Control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission, alternative fuel vehicles, infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202 (referenced in Alternative B) - On Road Motor Vehicle Mitigation Options would apply to this alternative, as well as with Development Options A, D1-A, D1-B and D1-C. Therefore, there is no substantive difference between this alternative and the four development option scenarios.

Construction Emissions

The short-term construction related impacts under Alternative F are similar to those for Development Options A, D1-A, D1-B, and D1-C. The level of significance before mitigation is significant. Mitigation measures outlined in Section 4.8, Air Quality, would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative F does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Regional Air Quality Impacts***Stationary Sources***

Proposed on-site uses under this project alternative include 166,888 sf auto sales, 636,100 sf retail uses, 1,057,800 sf office uses, and 115,900 sf of fast food/restaurant uses. These land uses would consume natural gas and electricity, thus producing air pollutant emissions. Based on Table A9-11, Emissions from Electricity Consumption by Land Uses, and Table A9-12, Estimating Emissions from Natural Gas Consumption, in SCAQMD CEQA Air Quality Handbook, Alternative F would generate criteria pollutant emissions as shown in Table 5.8.C.

Table 5.8.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Alternative F					
Electricity Usage	16.20	0.82	93.12	9.72	3.24
Natural Gas Usage	3.21	0.85	19.31	— ¹	0.02
Subtotal Emissions	19.4	1.7	113.4	9.7	3.3

Source: LSA Associates, Inc. 1998.

Mobile Sources

Vehicular trips would be associated with the proposed on-site uses under this alternative. As indicated above, 61,984 trips would be associated with the proposed uses. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.8.D.

Table 5.8.D - Total Regional Emissions (pounds/day)

Category	CO²	ROC³	NO_x	SO_x	PM₁₀
Stationary Sources	19.4	1.7	113.4	9.7	3.3
Mobile Sources	3661.8	273.9	433.7	51.6	76.8
Total Emissions	3681	276	547	61	80
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1998.

Total Regional Emissions

Estimated total emissions from long-term project operations are shown in Table 5.8.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations and would be significant.

Alternative F would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C, and would be below the federal and State standards

¹ Negligible amount.

² Calculated in winter for worst case scenario.

³ TOG emissions multiplied by a factor of 0.9.

for both the one hour and eight hour CO concentrations. Total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four development option scenarios. Air quality impacts during construction of this project alternative would be similar to those of Development Options A, D1-A, D1-B, and D1-C.

Alternative F does not avoid or substantially lessen significant effects on total regional emissions when compared to Development Options A, D1-A, D1-B or D1-C. Alternative F increases significant effects when compared to Development Option D1-C.

Noise

Rail Noise

Implementation of Development Option A, D1-A, D1-B, and D1-C, and Alternative F would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

Traffic Noise Impacts

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate the highway traffic related noise conditions in the vicinity of the project. This model is referenced in Alternative B.

Table 5.8.E provides the future Alternative F conditions noise levels adjacent to roads near the proposed project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.8.E show that for most of the roadway segments analyzed in the project vicinity the 70 dBA Ldn would be confined within the roadway right-of-way, except along Buena Vista Street north of San Fernando Boulevard and Hollywood Way north of Thornton Avenue, where the 70 dBA Ldn would extend to 54 and 58 feet, respectively, from the roadway centerline. Traffic noise levels under future Alternative F conditions would increase slightly over the future no build (baseline) level. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. Therefore, Alternative F would have a less than significant traffic noise impacts on off-site sensitive land uses similar to the proposed project. No mitigation measures are required.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C. As with Development Options A, D1-A, D1-B, and D1-C, construction of this

Table 5.8.E - Alternative F Traffic Noise Level

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	37,090	54	111	237	68.4	1.4
Buena Vista St. ST to Thornton Ave.	21,505	< 50 ^a	79	166	66.0	0.7
Buena Vista St. ST Thornton to Empire Ave.	21,260	< 50	78	164	66.0	0.9
Buena Vista St. ST Empire to Van Owen Ave.	34,360	< 50	106	226	68.0	1.1
Buena Vista St. ST Van Owen to Victory Blvd.	29,510	< 50	96	204	67.4	1.1
Buena Vista St. ST Victory to Burbank Blvd.	26,205	< 50	89	189	66.9	0.5
Buena Vista St. ST Burbank to Magnolia Ave.	26,820	< 50	90	192	67.0	0.3
Buena Vista St. ST Magnolia Ave to Olive Ave.	25,760	< 50	89	187	66.4	0.1
Buena Vista St. ST Olive Ave. to Alameda Ave.	25,870	< 50	90	188	66.4	0.0
Buena Vista ST S/O Alameda Ave.	29,080	< 50	96	203	66.9	0.1
Hollywood Way N/O Thornton Ave.	38,810	58	116	245	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	33,325	< 50	105	222	67.5	0.3
Hollywood Way Victory to Magnolia Ave.	23,590	< 50	85	177	66.0	0.2
Hollywood Way Magnolia to Alameda Ave.	27,800	< 50	94	197	66.7	0.1
Hollywood Way S/O Alameda Ave.	24,410	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	18,230	< 50	71	149	65.3	-0.1
San Fernando Blvd. S/O Burbank Blvd.	12,320	< 50	58	116	63.2	0.3
San Fernando Blvd. W/O Buena Vista St.	25,530	< 50	88	185	66.7	0.2
San Fernando Blvd. E/O Buena Vista St.	33,680	< 50	105	223	68.0	1.0
Thornton Ave. W/O Hollywood Way	770	< 50	< 50	< 50	51.5	0.1
Thornton Ave. Hollywood to Buena Vista St.	6,455	< 50	< 50	76	60.8	1.1
Thornton Ave. E/O Buena Vista St.	5,200	< 50	< 50	66	59.8	1.1
Empire Ave. W/O Buena Vista St.	13,880	< 50	60	124	64.1	1.5
Empire Ave. E/O Buena Vista St.	25,090	< 50	87	183	66.7	2.3

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

Table 5.8.E - Alternative F Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Van Owen Ave. W/O Buena Vista St.	13,020	< 50	55	118	64.9	0.7
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	20,660	< 50	77	161	65.8	0.6
Victory Blvd. Hollywood Way to Buena Vista St.	19,905	< 50	75	157	65.7	0.4
Victory Blvd. E/O Buena Vista St.	20,460	< 50	76	160	65.8	0.4
Burbank Ave. W/O Buena Vista St.	18,820	< 50	72	152	65.4	0.4
Burbank Ave. E/O Buena Vista St.	18,480	< 50	71	150	65.3	0.3
Burbank Blvd. W/O San Fernando Blvd.	35,440	< 50	108	230	68.2	0.1
Burbank Blvd. E/O San Fernando Blvd.	18,170	< 50	71	148	65.3	-0.2
Magnolia Ave. W/O Hollywood Way	18,350	< 50	71	149	65.3	0.2
Magnolia Ave. Hollywood Way to Buena Vista St.	22,775	< 50	81	172	66.3	0.2
Magnolia Ave. E/O Buena Vista St.	24,270	< 50	85	179	66.5	0.1
Olive Ave. W/O Buena Vista St.	24,190	< 50	88	183	66.2	0.3
Olive Ave. E/O Buena Vista St.	24,500	< 50	87	181	66.1	0.1
Alameda Ave. W/O Hollywood Way	27,520	< 50	95	196	66.3	0.1
Alameda Ave. Hollywood Way to Buena Vista St.	20,745	< 50	80	163	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,530	< 50	78	157	64.8	0.1

^a Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Source: LSA Associates, Inc. 1998

alternative would potentially result in noise levels exceeding 90 dBA L_{\max} at the closest residences. However, construction would be temporary, and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative F to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with commercial retail/restaurant/office/auto sales uses, such as loading and unloading activities and car repair and maintenance activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without mitigation. On-site stationary source activities associated with this project alternative would potentially result in noise annoyance at the residences in the immediate vicinity during the more sensitive nighttime hours.

Mitigation measures identified in Section 4.9, Noise, would apply to Alternative F to reduce on-site noise sources to below a level of significance. Mitigation requires that operations shall not exceed 60 dBA during the day.

Implementation of Alternative F would result in traffic noise level changes similar to those of the Development Options A, D1-A, D1-B, and D1-C. All traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources under this project alternative would be similar to those of the proposed project (Options A, D1-A, D1-B, and D1-C). This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B and D1-C.

With implementation of mitigation, Alternative F and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

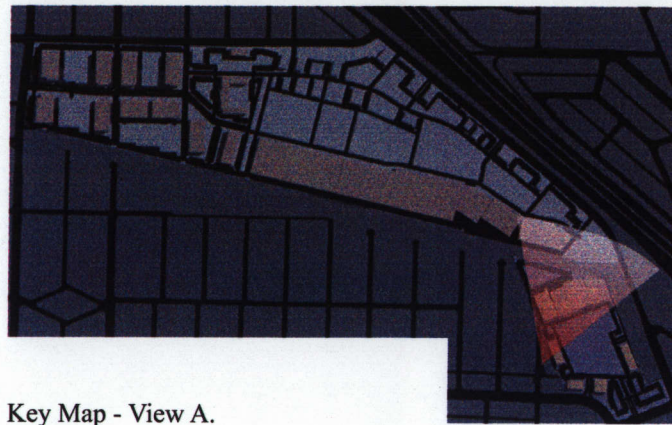
This alternative would have increased light and glare impacts compared to Development Option A; however, the B-1 site would have similar building densities as Option A. The increased lighting impacts associated with the B-199 site developed as an auto dealership would create brighter lighting than the neighborhood retail center shown in Option A. However, the building densities on the B-199 site will be less than those shown for the neighborhood retail center. A conceptual visual simulation and an existing site photograph are shown on Figure 5.8.2. This figure depicts a conceptual view of the auto dealership portion of Alternative F.



Existing View Conditions - View A.



Conceptual View Simulation - View A.



Key Map - View A.

View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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Figure 5.8.2

Alternative F would require a similar amount of development on the project site as Option A, but over 400,000 sf of development more than Options D1-A, D1-B, or D1-C. Alternative F, as well as all four development option scenarios, would change the views of the existing site conditions. The most potentially affected residential area is located west of the B-199 site. This area would be subject to light and glare from the auto sales use (with Options D1-A and D1-B). However, mitigation such as directional lighting and light/glare shields will be implemented, and the required block wall would provide a buffer to reduce light and glare effects.

Alternative F would result in increased density on the site compared to Options D1-A, D1-B, and D1-C; however, the overall visual and light and glare effects would be similar. Mitigation measures identified for all four development options would reduce these potential impacts to below a level of significance.

Therefore, when compared to all four development option scenarios, it is expected that development of Alternative F would result in similar aesthetic effects as Options A, D1-A, D1-B, and D1-C. With implementation of mitigation, Alternative F and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative F, the impacts to recreational facilities would be similar to that for Development Option A. However, compared to Options D1-A, D1-B and D1-C, Alternative F would have greater impact on recreational facilities, due to the increased number of employees generated on site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses

incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative F and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C, would also be needed for Alternative F.

Alternative F would generate approximately 15,022 tons of solid waste annually compared to 14,687 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B and 11,228 tons/year for Option D1-C. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

This alternative would require an estimated 15,831 KW at peak times and would consume approximately 71,146 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW, with an annual energy usage of 53,396 MWH, while Option D1-B has a peak demand of 16,205 KW and an annual energy usage of 46,132. Option D1-C has a peak demand of 12,309 KW and an annual energy usage of 55,791 MWH. Given this information, Alternative F would have a reduced demand on energy consumption compared to Option A. However, Alternative F would have an increased demand for energy compared to the remaining four development options (Options D1-A, D1-B or D1-C). Alternative F includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative F would generate approximately 499,534 gpd of wastewater discharge, which is similar to Option A, 79,984 gpd more than Option D1-A, 173,534 gpd more than Option D1-B, and 102,978 gpd more than Option D1-C. Therefore, Alternative F would result in similar wastewater impacts compared to Development Option A and greater impacts compared to Options D1-A, D1-B or D1-C. Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative F to reduce impacts to below a level of significance.

Alternative F would generate 575 students to the Burbank Unified School District, using the generation rates presented in Section 4.5, Public Services and Utilities. Compared to Option A, Alternative D1 would generate 13 fewer students. Compared to Options D1-A, D1-B and D1-C, Alternative F would generate 129, 289 and 149 more students, respectively. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative F would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. Alternative F is shown with 87,383 sf less than the largest development option (Option A) and the difference in square footage is not considered significant in terms of impacts to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, impacts to police and fire would be significant for Alternative F and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities, to reduce impacts to below a level of significance.

Overall, Alternative F would result in similar impacts on public services and utilities as Development Option A and an increased demand on public services and utilities compared to Options D1-A, D1-B and D1-C, due to the increased density of building square footage. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative F and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of this alternative will have effects similar to the proposed project, which would also be considered less than significant. Alternative F and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.9 ALTERNATIVE G - MODIFIED GENERAL PLAN ALTERNATIVE

Alternative G assumes full development of the B-1 and B-199 parcels as research and development uses, rather than industrial park (as assumed in Alternative I, General Plan Alternative). The assumed square footage of development will be 1,919,471 sf on the B-1 site and 298,822 sf on the B-199 site. This alternative also includes a 15,000 sf electrical substation.

Attainment of Project Objectives

Project objectives are only partially met through development of research and development uses on the property. Development of research and development uses may yield the same, or even greater, property tax and tax increment fundings, depending on the type of research and development uses proposed.

Essentially, the retail components of the project would not be developed, leading to potentially reduced sales tax for the City of Burbank. However, this would be speculative because some industrial uses, such as medical equipment manufacturers and computer equipment manufacturers are point of sale, thereby generating substantial sales tax revenues for the City.

Land Use

Development of the site under Alternative G would comply with the existing land use designations of the site. The research and development uses identified in Alternative G would fall under the M2 zone of the site. Amendment of the General Plan or a zone change would not be required for this alternative.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.

Land Use Compatibility

Similar to Development Options A, D1-A, D1-B, and D1-C, Alternative G is a logical extension of the established land use patterns with the long established General Plan and zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios and Alternative G reflects a transition from industrial uses research and development uses within this maturing corridor. The transition from defense related manufacturing to research and development uses provides a change from industrial uses generally considered incompatible with residential uses because of odor, noise, and heavy machinery to “cleaner,” less intensive uses.

Alternative G would not require several signs or an electronically lighted reader board sign similar to Development Options A, D1-A, D1-B, and D1-C. Less signage would be needed, since research and development uses would not require the same visibility as the commercial/office/retails uses proposed with the four development option scenarios. However, some signage would be required, and signs under 50 feet placed along Victory Place will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs. The tall pylon signs (up to 50 feet in height above the elevation of the freeway travel lanes) proposed will be oriented to the Golden State Freeway and frontage streets, away from residences. As long as the freeway oriented signs along Victory Place are not placed close to the southern property line and nearby residences, there would be no effect on the closest neighborhoods. These residences would be approximately 500 feet from the project site. Additional signs proposed for the research and development building fronts will have little impact on adjacent residences, as these will be oriented away from neighboring residential uses toward transportation corridors and will be of considerable distance (minimum 300 feet) from residences north of Empire Avenue.

Alternative G and all four development option scenarios would result in increased building heights of the structures on the west end of the project site, making the structures visible to surrounding uses. However, buildings associated with research and development uses are typically not more than two stories (30 to 60 feet), whereas the office buildings proposed with the four development option scenarios would be 70 to 100 feet. Residential neighborhoods south of the project site near Buena Vista Street will have views of the buildings; however, the research and development buildings would be less visible. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the building heights on the B-1 site will have minimal visual effect and land use effect. With the four development option scenarios, visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection. However, with Alternative G, the light and glare impacts would be reduced, since only minimal lighting would be required for security, building, and parking lighting.

The uses on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the uses on the B-1 site. Because of the separation of uses and the graduated building scheme, Alternative G and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative G nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative G or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active research and development uses (less active in the daytime and generally closed at night and on the weekends) as depicted with the four development option scenarios. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative G or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Unlike the four development option scenarios, operation of Alternative G would not result in a potentially significant noise impact because noise generated on site from back-of-house loading and unloading, truck backup warning signals, parking lot activity, and possible outdoor paging systems common to commercial retail uses, would not be required. Some on-site noise would occur from delivery trucks, but the overall

activity level would be reduced compared to the four development scenarios. Implementation of mitigation, as described in Section 4.9, Noise, would be required to reduce noise effects.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative G will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative G will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

On the B-199 site, as with the four development option scenarios, a block wall and 20 foot building setback may be required to reduce impacts to the residences adjacent to the site. Therefore, off-site effects would be reduced.

Based on this information, implementation of Alternative G would have reduced land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Separation of adjacent residential areas, implementation of a block wall, and a building setback of 20 feet would reduce land use conflicts.

After implementation of mitigation, Alternative G and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Alternative G would neither provide any housing nor affect existing housing in the City of Burbank. Indirectly, housing and population may be affected, due to construction and operation of this alternative, which may employ people who choose to move to the City.

Alternative G would provide a greater number of employment opportunities than Development Options A, D1-A, D1-B or D1-C, given the high intensity of building square footage and type of land uses shown. Alternative G is projected to create approximately 6,338 jobs for the City of Burbank and the surrounding jurisdictions, which is 28 percent higher than Option A, 45 percent higher than Option D1-A, 65 percent higher than Option D1-B and 92 percent higher than Option D1-C. The increase in employment opportunities identified for Alternative G would be a beneficial impact to the City and the region.

All four development options and Alternative G would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 6,338 jobs projected for Alternative G. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that

identified for Development Options A, D1-A, D1-B or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative G and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative G would require an amount of grading and site preparation to that required for Development Options A, D1-A, D1-B, and D1-C. Impacts associated with grading, due to fugitive dust within which VOCs are entrained, and potentially greater risk to human health associated with exposure to hazardous materials, would be similar to those identified with Options A, D1-A, D1-B, and D1-C. Alternative G, as well as all other alternatives, will incorporate structural designs that will avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences in geotechnical conditions between Alternative G and Options A, D1-A, D1-B, and D1-C. After implementation of mitigation, Alternative G and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative G would require 804,292 gpd of potable water while Options A, D1-A, D1-B, and D1-C would require 995,857 gpd, 730,132 gpd, 409,937 gpd, and 592,445 gpd, respectively. Domestic water services provided by the City of Burbank will be available as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Drainage/Flood Control

The effects of Alternative G on drainage and flood control would be similar to those of Development Options A, D1-A and D1-C. This alternative would result in a similar amount of surface runoff, since the entire project site will be developed with either structures and paved parking lots or parking structures. The expanded B-199 site boundary and realignment of the Five Points intersection would not significantly increase the amount of impervious surfaces over the existing condition.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The flows would travel to the parking lot at the northeast end of the site and the parking lot north of the railroad tracks on the B-199 site, where they would continue to flow onto

Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Alternative G would have greater overall drainage and flooding effects compared to Development Option D1-B, with the exception of the studio complex area that is proposed on the west end of the B-1 site of Option D1-B. The proposed studio complex will block the drainage flow path through the site. Two drainage options through the studio complex are discussed in further detail in Section 4.4, Water Resources. Either drainage option will successfully convey the 100 year storm overflow around the proposed studio complex. For Alternative G, the drainage conditions on the remainder of the site will be same as for Option D1-B, which continues to result in 1,000 CFS deficiency of Lockheed Channel at Buena Vista Avenue.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative G would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative G does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B, or D1-C. Although Alternative G would require less demand for potable water compared to Option A and more demand compared to Options D1-A, D1-B, and D1-C, the change in demand is not significant. Alternative G and Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.9.A below, Alternative G would result in 18,947 total daily trips, 262 percent fewer total daily trips than Development Option A, 186 percent fewer than Option D1-A, 184 percent fewer than Option D1-B and 182 percent fewer than Option D1-C.

Table 5.9.A - Alternative G Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		Total	P.M. Peak Hour		Total
		Inbound	Outbound		Inbound	Outbound	
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative G	18,947	2,177	478	2,655	523	1,966	2,488

Source: Parsons Brinckerhoff, 1998 and 1999.

As shown in summary Tables 5.13.F and 5.13.G, Alternative G would result in a significant a.m. peak hour impact of LOS E or F at seven intersections. Development Option A would result in significant a.m. peak hour impacts at eight intersections, while Options D1-A, D1-B and D1-C would each result in significant a.m. peak hour impacts at six intersections. For the p.m. peak hour, Alternative G would result in a significant adverse impact of LOS E or F at seven intersections, while Development Option A would impact ten intersections. Options D1-A, D1-B and D1-C would each result in significant adverse impacts at eight intersections in the p.m. peak hour.

For impacts on the regional highway system, Table 5.13.J provides a summary comparison of freeway impacts for Development Options A, D1-A, D1-B, and D1-C, and all alternatives, including Alternative G. Alternative G would result in fewer peak hour impacts on the regional freeway system. Both Alternative G and Development Option A would result in significant peak hour impacts on the northbound I-5 from the Hollywood Freeway to Buena Vista Street; however, Option A would also impact northbound I-5 from Osborne Street to the Hollywood Freeway and Burbank Boulevard to the Ventura Freeway. Both Alternative G and Option A would impact southbound I-5 from the Hollywood Freeway to Sunland Boulevard; however, Option A would also impact southbound I-5 from Sunland Boulevard to Buena Vista Street. Alternative G would not result in significant peak hour impacts on SR-134, while Option A would impact all eastbound and westbound segments studied (I-5 to Route 2).

Development Options D1-A and D1-B both have significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista, and westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Options D1-A and D1-B have significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-A, Alternative G would result in fewer peak hour impacts on the regional freeway system. Both Option D1-A and Alternative G would result in significant peak hour impacts on northbound I-5 from Laurel Canyon to Olive Avenue; however, Option D1-A also results in significant impacts on northbound I-5 from the

Hollywood Freeway to Laurel Canyon and from Olive Avenue to the Ventura Freeway. Both Option D1-A and Alternative G would result in significant peak hour impacts on southbound I-5 from the Hollywood Freeway to Sunland Boulevard; however, Option D1-A also results in significant impacts on southbound I-5 from Sunland Boulevard to the Ventura Freeway. Alternative G would not result in significant peak hour impacts on SR-134, while Option D1-A would significantly impact eastbound and westbound SR-134 from I-5 to Concord.

Compared to Option D1-B, Alternative G would result in fewer peak hour impacts on the regional freeway system. Both Option D1-B and Alternative G would result in significant peak hour impacts on northbound I-5 from Laurel Canyon to Olive Avenue; however, Option D1-B also results in significant impacts on northbound I-5 from the Hollywood Freeway to Laurel Canyon and from Olive Avenue to the Ventura Freeway. Both Option D1-B and Alternative G would result in significant peak hour impacts on southbound I-5 from the Hollywood Freeway to Sunland Boulevard; however, Option D1-B also results in significant impacts on southbound I-5 from the Sunland Boulevard to Buena Vista Street. Alternative G would not result in significant peak hour impacts on SR-134, while Option D1-B would significantly impact eastbound and westbound SR-134 from I-5 to Concord.

Development Option D1-C has significant a.m. peak hour impacts on southbound I-5 from the Laurel Canyon to Buena Vista Street, and on westbound SR-134 from Concord Street to I-5. In the p.m. peak hour, Option D1-C has significant impacts on northbound I-5 from the Ventura Freeway to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway, and on eastbound SR-134 from I-5 to Concord Street.

Compared to Option D1-C, Alternative G would result in fewer peak hour impacts on the regional freeway system, namely on northbound I-5 from the Hollywood Freeway to Laurel Canyon and from Olive Avenue to the Ventura Freeway. In addition, Option D1-C would significantly affect southbound I-5 from Buena Vista Street to Laurel Canyon, while Alternative G would only significantly affect from Sunland Boulevard to the Hollywood Freeway. Alternative G would not result in significant peak hour impacts on SR-134, while Option D1-C would result in significant impacts on eastbound and westbound SR-134 from I-5 to Concord Street.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Although Alternative G results in significant adverse impacts on the regional freeway system, it substantially lessens significant effects when compared to Options A, D1-A, D1-B or D1-C. Alternative G does not avoid or substantially lessen significant effects on intersection level of service when compared to Options A, D1-A, D1-B or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips under Alternative G would contribute to congestion at intersections and along roadway segments in the project vicinity. As indicated in the traffic analysis, Alternative G would generate a total of 18,947 vehicular trips from the project site.

Data in Table 5.9.B show that there would be no exceedance of either the State or federal CO standards for the one hour or eight hour durations. The one hour CO concentration near all six intersections analyzed ranges from 8.3 to 9.3 ppm, much lower than the 20 ppm State standard. The eight hour CO concentration ranges from 5.7 to 6.5 ppm, also lower than the 9.0 ppm State standard. Therefore, implementation of the project would not have an adverse impact on local air quality. Because no CO hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

Air Quality Management Plan Consistency/SCAQMD Rule 2202

Consistency analysis for Alternative G has similar results compared to Development Options A, D1-A, D1-B, and D1-C. AQMP control measures focus on adoption of new regulations or enhancement of existing regulations for stationary sources, implementation/facilitation of advanced transportation technologies (i.e., telecommunication, zero emission, alternative fuel vehicles, infrastructure), and both capital and non-capital based transportation improvements.

Rule 2202 (referenced in Alternative B) - On Road Motor Vehicle Mitigation Options would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C. Therefore, there is no substantive difference between this alternative and the four development option scenarios.

Short-Term Construction Emissions

The short-term construction related impacts under Alternative G are similar to those for Development Options A, D1-A, D1-B, and D1-C. The level of significance before mitigation is significant. Mitigation measures outlined in Section 4.8, Air Quality, would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C, to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative G does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

**Table 5.9.B - Carbon Monoxide Concentrations, ppm
Alternative G**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	8.7	6.0
	25	8.6	6.0
	30	8.5	5.9
	35	8.4	5.8
Buena Vista Street & Thornton Avenue	18	8.4	5.8
	23	8.3	5.8
	28	8.3	5.8
	33	8.2	5.7
Buena Vista Street & Empire Avenue	18	9.3	6.5
	23	9.1	6.3
	28	8.9	6.2
	33	8.8	6.1
Buena Vista Street & Vanowen Street	15	9.2	6.4
	20	8.9	6.2
	25	8.7	6.0
	30	8.6	6.0
Buena Vista Street & Victory Boulevard	20	8.5	5.9
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Buena Vista Street & Burbank Boulevard	20	8.4	5.8
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Buena Vista Street & Magnolia Avenue	20	8.5	5.9
	25	8.4	5.8
	30	8.4	5.8
	35	8.3	5.8

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.9.B - Carbon Monoxide Concentrations, ppm
Alternative G (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	8.4	5.8
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Buena Vista Street & Alameda Avenue	20	8.5	5.9
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Hollywood Way & Thornton Avenue	20	8.6	6.0
	25	8.5	5.9
	30	8.4	5.8
	35	8.3	5.8
Hollywood Way & Victory Boulevard	20	8.4	5.8
	25	8.3	5.8
	30	8.2	5.7
	35	8.2	5.7
Hollywood Way & Magnolia Avenue	20	8.5	5.9
	25	8.4	5.8
	30	8.3	5.8
	35	8.3	5.8
Hollywood Way & Alameda Avenue	20	8.4	5.8
	25	8.3	5.8
	30	8.3	5.8
	35	8.2	5.7
Burbank Boulevard & San Fernando Boulevard	24	8.6	6.0
	29	8.5	5.9
	34	8.4	5.8
	39	8.4	5.8

Source: LSA Associates, Inc. 1999.

Regional Air Quality Impacts

Stationary Sources

Proposed on-site uses under this project alternative include 2,218,292 sf office uses. These land uses would consume natural gas and electricity, thus producing air pollutant emissions. Based on Table A9-11, Emissions from Electricity Consumption by Land Uses, and Table A9-12, Estimating Emissions from Natural Gas Consumption, in SCAQMD CEQA Air Quality Handbook, Alternative G would generate criteria pollutant emissions as shown in Table 5.9.C.

Table 5.9.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO _x	SO _x	PM ₁₀
Alternative G					
Electricity Usage	15.74	0.79	90.51	9.44	3.15
Natural Gas Usage	2.96	0.78	17.76	— ¹	0.03
Subtotal Emissions	18.70	1.57	108.27	9.44	3.18

Source: LSA Associates, Inc. 1999.

Mobile Sources

Vehicular trips would be associated with the proposed on-site uses under this alternative. As indicated above, 18,947 trips would be associated with the proposed uses. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.9.D.

Table 5.9.D - Total Regional Emissions (pounds/day)

Category	CO ²	ROC ³	NO _x	SO _x	PM ₁₀
Stationary Sources	18.7	1.57	108.27	9.44	3.18
Mobile Sources	1493.7	104.2	159.9	19.2	28.6
Total Emissions	1512	106	268	29	32
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1999.

¹ Negligible amount.

² Calculated in winter for worst case scenario.

³ TOG emissions multiplied by a factor of 0.9.

Total Regional Emissions

Estimated total emissions from long-term project operations are shown in Table 5.9.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations.

The level of significance of these impacts before mitigation is significant. Standard conditions identified in Section 4.8, Air Quality, for long-term regional air quality emissions would apply to Alternative G. However, as with Development Options A, D1-A, D1-B, and D1-C, remaining impacts after mitigation are still significant.

Alternative G would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C, and would be below the federal and State standards for both the one hour and eight hour CO concentrations. Although total daily vehicular trips would be approximately 70 percent lower than Development Option A, total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four project development options. Air quality impacts during construction of Alternative G would be similar to those of Development Options A, D1-A, D1-B, and D1-C.

Although Alternative G exceeds SCAQMD thresholds for total regional emissions, it substantially lessens significant effects on regional emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Noise

Rail Noise

Implementation of Development Options A, D1-A, D1-B, and D1-C, and Alternative G would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

Traffic Noise Impacts

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate the highway traffic related noise conditions in the vicinity of the project. This model is referenced in Alternative B.

Table 5.9.E provides the future Alternative G conditions noise levels adjacent to roads near the project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.9.E show that for most of the roadway segments analyzed in the project vicinity the 70 dBA Ldn would be confined within the roadway right-of-way, except along Hollywood Way north of Thornton Avenue where the 70 dBA Ldn would

Table 5.9.E - Alternative G Traffic Noise Level

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	31,150	< 50	100	237	68.4	0.6
Buena Vista St. ST to Thornton Ave.	19,410	< 50 ^a	74	155	65.6	0.3
Buena Vista St. ST Thornton to Empire Ave.	18,420	< 50	71	150	65.3	0.2
Buena Vista St. ST Empire to Van Owen Ave.	31,040	< 50	99	211	67.6	0.7
Buena Vista St. ST Van Owen to Victory Blvd.	25,900	< 50	88	187	66.8	0.5
Buena Vista St. ST Victory to Burbank Blvd.	24,930	< 50	86	183	66.6	0.2
Buena Vista St. ST Burbank to Magnolia Ave.	25,900	< 50	88	187	66.8	0.1
Buena Vista St. ST Magnolia Ave to Olive Ave.	25,260	< 50	88	185	66.3	0.0
Buena Vista St. ST Olive Ave. to Alameda Ave.	25,860	< 50	90	188	66.4	0.0
Buena Vista ST S/O Alameda Ave.	28,790	< 50	96	201	66.8	0.0
Hollywood Way N/O Thornton Ave.	38,400	57	115	243	68.1	0.2
Hollywood Way Thornton to Victory Blvd.	32,540	< 50	104	218	67.4	0.2
Hollywood Way Victory to Magnolia Ave.	23,030	< 50	84	174	65.9	0.1
Hollywood Way Magnolia to Alameda Ave.	27,450	< 50	93	195	66.6	0.0
Hollywood Way S/O Alameda Ave.	24,490	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	19,070	< 50	73	153	65.5	0.1
San Fernando Blvd. S/O Burbank Blvd.	12,230	< 50	58	116	63.1	0.2
San Fernando Blvd. W/O Buena Vista St.	24,740	< 50	86	182	66.6	0.1
San Fernando Blvd. E/O Buena Vista St.	26,940	< 50	91	192	67.0	0.0
Thornton Ave. W/O Hollywood Way	760	< 50	< 50	< 50	51.5	0.1
Thornton Ave. Hollywood to Buena Vista St.	6,250	< 50	< 50	75	60.6	0.9
Thornton Ave. E/O Buena Vista St.	4,670	< 50	< 50	62	59.4	0.7
Empire Ave. W/O Buena Vista St.	11,320	< 50	< 50	109	63.2	0.6
Empire Ave. E/O Buena Vista St.	18,780	< 50	72	152	65.4	1.0
Van Owen Ave. W/O Buena Vista St.	9,530	< 50	< 50	96	63.5	-0.7

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

Table 5.9.E - Alternative G Traffic Noise Level (Continued)

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	19,190	< 50	73	154	65.5	0.3
Victory Blvd. Hollywood Way to Buena Vista St.	19,270	< 50	73	154	65.5	0.2
Victory Blvd. E/O Buena Vista St.	19,520	< 50	74	155	65.6	0.2
Burbank Ave. W/O Buena Vista St.	17,770	< 50	70	146	65.2	0.2
Burbank Ave. E/O Buena Vista St.	17,630	< 50	69	145	65.1	0.1
Burbank Blvd. W/O San Fernando Blvd.	35,570	< 50	108	231	68.2	0.1
Burbank Blvd. E/O San Fernando Blvd.	19,390	< 50	74	155	65.6	0.1
Magnolia Ave. W/O Hollywood Way	17,880	< 50	70	147	65.2	0.1
Magnolia Ave. Hollywood Way to Buena Vista St.	22,230	< 50	80	169	66.1	0.0
Magnolia Ave. E/O Buena Vista St.	23,990	< 50	84	178	66.5	0.1
Olive Ave. W/O Buena Vista St.	24,070	< 50	86	179	66.1	0.2
Olive Ave. E/O Buena Vista St.	24,050	< 50	86	179	66.1	0.1
Alameda Ave. W/O Hollywood Way	27,350	< 50	95	195	66.2	0.0
Alameda Ave. Hollywood Way to Buena Vista St.	20,420	< 50	80	162	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,330	< 50	77	156	64.7	0.0

^a Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Source: LSA Associates, Inc. 1999

extend to 57 feet from the roadway centerline. Traffic noise levels under future Alternative G conditions would increase slightly over the future no build (baseline) level. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. Therefore, the Alternative G scenario would have a less than significant traffic noise impacts on off-site sensitive land uses similar to Development Options A, D1-A, D1-B, and D1-C. No mitigation measures are required.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are similar to those of Development Options A, D1-A, D1-B, and D1-C.

As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures identified in Section 4.9, Noise, for short-term construction related impacts, would apply to Alternative G to reduce impacts to a level below significance.

On-Site Stationary Sources

The on-site stationary noise sources associated with a research and development center, such as loading and unloading activities, are potential point sources of noise that could affect noise sensitive receptors adjacent to these activities. Noise associated with on-site stationary source activities shall not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site stationary source activities would be potentially significant without mitigation. On-site stationary source activities associated with this project alternative would potentially result in noise annoyance at the residences in the immediate vicinity during the more sensitive nighttime hours.

Mitigation measures for noise associated with on-site stationary sources would apply to Alternative G to lessen impacts to below a level of significance.

Alternative G would result in traffic noise level changes similar to those of the Development Options A, D1-A, D1-B, and D1-C. Although this project alternative would result in smaller traffic increases than the proposed project (Options A, D1-A, D1-B, and D1-C) all traffic noise level changes are less than three dBA and are considered less than significant. This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B and D1-C.

With implementation of mitigation, Alternative G and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Alternative G provides for land uses consistent with research and industrial uses. Compared to the land uses provided for in Development Option A, research and development type uses would be less intensive. For example, the research and development uses would not be in operation during the nighttime hours and would not require lighting beyond basic security lighting for buildings and parking lots. However, land uses provided for in Development Option A would require a higher intensity of lighting during the nighttime hours, since the retail shops would be open typically to 8 p.m. or 9 p.m. Retail stores are likely to have signage requiring 24 hour illumination, thus creating another permanent light source from the site.

Sensitive viewers adjacent to the project site would be subject to building heights and mass of two-story box-like structures unlike the land uses proposed with Development Option A, which include multistory office, hotel and parking structures. However, with Alternative G, more square footage of the site will be developed, thus creating more building density on the site. The land uses proposed with Development Option A would have taller buildings and larger buildings; however, the land uses proposed with Alternative G would be more dense. Overall, Development Option A would have a greater impact than Alternative G, due to the increase in potential light and glare sources.

Compared to Options D1-A and D1-B, Alternative G would generate greater building mass, due to the increase in structural development on site. However, light and glare associated with Options D1-A and D1-B would be greater than Alternative G, due to the auto sales component on the B-199 site. Although both types of uses would require lighting for the parking lots and building exteriors, the lighting required of the auto dealership would be more intense and brighter in order to showcase vehicles for sale. Therefore, Options D1-A and D1-B would result in greater light and glare impacts to the residences south of the project site than Alternative G. Although Alternative G would result in more building density and mass on the project site compared to Options D1-A and D1-B, fewer impacts would result due to the low height of the buildings and less nighttime lighting required.

Compared to Option D1-C, Alternative G would also generate greater building mass, due to the increase in structural development on site. Although both Option D1-C and Alternative G would require lighting for the parking lots and building exteriors, the lighting required of the retail and retail warehouse club use would be greater than with Alternative G. Although Alternative G would result in more building density and mass on the project site than Option D1-C, fewer impacts would result due to the low height of the buildings and less nighttime lighting required.

Overall, when compared to all four development option scenarios, it is expected that development of Alternative G would result in fewer aesthetic effects as Options A, D1-A, D1-B, and D1-C, but the change is not considered substantial. With implementation of mitigation, Alternative G and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative G, the impacts to recreational facilities would be greater when compared to Development Options A, D1-A, D1-B or D1-C due to the increased number of employees generated. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative G and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

With development of the project site, increased demand for public services and utilities would occur. The infrastructure improvements required of Development Options A, D1-A, D1-B, and D1-C, would also be needed for Alternative G.

Alternative G would generate approximately 26,620 tons of solid waste annually compared to 14,687 tons/year for Option A, 11,642 tons/year for Option D1-A, 9,226 tons/year for Option D1-B and 11,228 tons/year for Option D1-C. Mitigation measures

identified in Section 4.5, Public Services and Utilities, would reduce solid waste impacts to below a level of significance.

This alternative would require an estimated 16,637 KW at peak times and would consume approximately 72,871 MWH of energy annually. Energy consumption for Option A at peak times is 16,795 KW, with an annual energy usage of 75,066 MWH. Option D1-A has a peak demand of 11,697 KW, with an annual energy usage of 53,396 MWH, while Option D1-B has a peak demand of 16,205 KW and an annual energy usage of 46,132 MWH. Option D1-C has a peak demand of 12,309 KW and an annual energy usage of 55,791 MWH. Given this information, Alternative G would require a slight reduction on energy consumption compared to Option A; however, compared to Options D1-A, D1-B and D1-C, Alternative G would require an increased demand for energy. Alternative G includes construction of an electrical substation that would serve the electricity demands of this alternative.

Alternative G would generate approximately 443,659 gpd of wastewater discharge, which is 56,591 gpd less than Option A, 24,109 gpd more than Option D1-A, 117,659 gpd more than Option D1-B, and 47,103 gpd more than Option D1-C. Alternative G would result in fewer wastewater impacts compared to Development Option A and greater impacts compared to Options D1-A, D1-B, or D1-C. Mitigation measures identified for wastewater impacts in Section 4.5 are applicable to Alternative G to reduce impacts to below a level of significance.

Alternative G would generate 816 students to the Burbank Unified School District, using the generation rates presented in Section 4.5, Public Services and Utilities. Compared to Option A, Alternative G would generate 228 more students. Compared to Options D1-A, D1-B, and D1-C, Alternative G would generate 370, 530 and 390 more students, respectively. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impact generated by the increase in students.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative G would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. Although the square footage shown for Alternative G is 236,769 sf greater than the largest development option (Option A), the difference in square footage is not considered significant in terms of impact to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, the impact to police and fire would be significant for Alternative G and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities to reduce impacts to below a level of significance.

Overall, Alternative G would result in greater impacts on public services and utilities compared to Development Options A, D1-A, D1-B, and D1-C, due to the increased density of building square footage. Mitigation measures identified in Section 4.5 are applicable to this alternative to reduce the impacts to public services and utilities.

With implementation of mitigation, Alternative G and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. Alternative G will not result in secondary economic effects to the downtown Burbank area since retail uses are not proposed. Alternative G and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary economic effects.

5.10 ALTERNATIVE H - NO PROJECT - EXISTING CONDITIONS ALTERNATIVE

Under Alternative H, the No Project - Existing Conditions Alternative, the project site would remain in its existing disturbed vacant condition. No development of the site would occur with this alternative. The potential impacts associated with Development Options A, D1-A, D1-B, and D1-C would be avoided.

Attainment of Project Objectives

Alternative H would not meet any of the project objectives.

Land Use

Alternative H would not result in land use compatibility issues, such as conflicts with activities and light/glare associated with an active use on the property that would lead to incompatible land uses. However, a secondary effect of the parcel remaining vacant would be the general deterioration of the site through neglect and/or abandonment. The only potential environmental effect would result from dust impacts on windy days, since the entire B-1 site is currently covered with soil/dirt. Soil binders have been applied to the site but will degrade over time, allowing dust and erosion to occur. Potential mitigation to alleviate this effect would be to cover the site with asphalt, another type of covering, or vegetation in order to prevent dust and erosion.

No General Plan amendment or zone change would be required to bring the project into compliance with the City codes and plans.

Population and Housing

Alternative H would neither provide no housing nor would it affect existing housing in the City of Burbank. This alternative would not create population growth in the City, since no development is proposed.

This alternative would not generate any employment opportunities in the City or the surrounding jurisdictions; however, Option A would generate approximately 4,563 new jobs, Option D1-A would generate 3,460, Option D1-B would generate 2,220 and Option D1-C would generate 3,307.

Each of the four development options would displace approximately 13 businesses, due primarily to the realignment of the Five Points intersection. However, Alternative H does not propose realignment of this intersection and would not displace any businesses. Therefore, Alternative H would have less impact on business displacements compared to Options A, D1-A, D1-B, or D1-C.

Alternative H and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Alternative H would not result in any effects related to earth resources, since no development is proposed and the site would remain vacant. Exporting of on-site soils/materials is currently occurring, due to the long-term environmental cleanup process ongoing at the site. Development Options A, D1-A, D1-B, and D1-C would require extensive grading and earthwork activities for development and would result in occupied development within a region that is characterized by active seismic events and their associated risks. Alternative H avoids any effects resulting from geotechnical condition when compared to Development Options A, D1-A, D1-B, or D1-C.

Water Resources

During periods of heavy rain, the Lockheed Channel overflows into the B-1 site, because the site is at a lower elevation than the Channel. This alternative would not alleviate the overflow condition of the Channel, which would continue to remain in a flooded condition. This same impact would result with implementation of Options A, D1-A, D1-B or D1-C, therefore, there is no substantive difference between this alternative and the four development option scenarios.

Traffic and Circulation

Under Alternative H, no additional traffic would be generated; therefore, no new traffic would be added to the arterial circulation network. In the future build out condition for the a.m. peak hour, six intersections would have LOS E or F, which is considered a significant impact. With Development Option A, eight intersections would have LOS E or F, while Options D1-A, D1-B, and D1-C would each impact six intersections in the a.m. peak hour. In the p.m. peak hour, six intersections of LOS E or F would be created as a result of this alternative. With Development Option A, 10 intersections would have LOS E or F, while Options D1-A, D1-B, and D1-C would each impact eight intersections in the p.m. peak hour, and have significant impacts on the regional freeways, as noted in Section 4.7.

Air Quality

The local CO concentrations at intersections in the project area, as shown in Table 5.10.A, would remain below the State and federal one hour and eight hour CO standards. Dust from the undeveloped parcel would cause long-range health and general air quality impacts to local receivers and to regional air quality. No air quality impacts would occur with this alternative.

Noise

This project scenario assumes that no new development would be constructed on the project site. The site would remain vacant as it is now.

Table 5.10.A - Carbon Monoxide Concentrations, ppm
Alternative H - Future No Project/Existing Condition

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	9.9	6.9
	25	9.5	6.6
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Thornton Avenue	18	9.0	6.2
	23	8.8	6.1
	28	8.7	6.0
	33	8.6	6.0
Buena Vista Street & Empire Avenue	18	9.9	6.9
	23	9.5	6.6
	28	9.3	6.5
	33	9.1	6.3
Buena Vista Street & Vanowen Street	15	10.4	7.2
	20	9.8	6.8
	25	9.5	6.6
	30	9.3	6.5
Buena Vista Street & Victory Boulevard	20	9.6	6.7
	25	9.3	6.5
	30	9.1	6.3
	35	9.0	6.2
Buena Vista Street & Burbank Boulevard	20	9.7	6.7
	25	9.4	6.5
	30	9.2	6.4
	35	9.0	6.2
Buena Vista Street & Magnolia Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.10.A - Carbon Monoxide Concentrations, ppm
Future No Project - Existing Conditions(Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	9.9	6.9
	25	9.5	6.6
	30	9.3	6.5
	35	9.1	6.3
Hollywood Way & Victory Boulevard	20	9.4	6.5
	25	9.2	6.4
	30	9.0	6.2
	35	8.9	6.2
Hollywood Way & Magnolia Avenue	20	10.0	6.9
	25	9.6	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Alameda Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.7	6.7
	29	9.4	6.5
	34	9.3	6.5
	39	9.2	6.4

Source: LSA Associates, Inc. 1998.

Because no new development would occur on the project site, there would be no construction or active use of the site. No on-site short-term construction or long-term stationary noise would result from this project alternative. Table 5.10.B lists the traffic noise levels in the project vicinity under the no build scenario.

No significant noise impact would occur.

Aesthetics

This alternative would avoid any visual change of the proposed project site from its existing vacant condition to development with neighborhood commercial retail center, retail and office uses, and auto sales use.

Public Health and Safety

There would be no change from existing conditions, because the site would not be occupied. There is no effect on human health and safety from the vacant parcel, considering the VES system is functioning to remove contaminated soil vapors. There is no effect, positive or negative, from keeping the property vacant.

Recreation

Alternative H would not result in any impacts to recreational resources in the City. Since the site would remain vacant, no new employees would be generated and, therefore, no new users of recreational facilities would be created.

Public Services and Utilities

Without new development on the project site, increased demand for public services and utilities, such as police and fire services, school facilities, and utility services would not occur. Development Options A, D1-A, D1-B, and D1-C identify significant impacts to police and fire services before implementation of the identified mitigation. Alternative H would eliminate any potential effects and need for mitigation.

Secondary Economic Effects

Alternative H would leave the existing lots vacant and undeveloped. Because there are no improvements on the property and there are no retail sales generated on the property, there are only minimal property tax revenues being generated to the City. The only fiscal or economic effect this alternative has is that the property would remain economically unproductive, not providing the jobs, retail sales revenues, and property tax revenues that other alternatives would provide. There are, however, no significant environmental impacts associated with economic effects that would be avoided with this alternative.

**Table 5.10.B - Alternative H - Future No Project/Existing Conditions
Traffic Noise Level**

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outermost Lane
Buena Vista St. N/O ¹ San Fernando Blvd.	18,000	< 50 ²	91	192	67.0
Buena Vista St. ST to Thornton Ave.	18,520	< 50	72	150	65.4
Buena Vista ST Thornton to Empire Ave.	17,230	< 50	68	143	65.0
Buena Vista ST Empire to Van Owen Ave.	26,665	< 50	90	191	66.9
Buena Vista ST Van Owen to Victory Blvd.	22,915	< 50	82	172	66.3
Buena Vista ST Victory to Burbank Blvd.	23,330	< 50	83	175	66.4
Buena Vista ST Burbank to Magnolia Ave.	25,110	< 50	87	183	66.7
Buena Vista ST Magnolia Ave to Olive Ave.	24,990	< 50	88	183	66.2
Buena Vista ST Olive Ave. to Alameda Ave.	25,940	< 50	90	188	66.4
Buena Vista ST S/O Alameda Ave.	28,440	< 50	95	200	66.8
Hollywood Way N/O Thornton Ave.	36,860	56	112	237	67.9
Hollywood Way Thornton to Victory Blvd.	31,180	< 50	101	212	67.2
Hollywood Way Victory to Magnolia Ave.	22,680	< 50	83	172	65.8
Hollywood Way Magnolia to Alameda Ave.	27,210	< 50	93	194	66.6
Hollywood Way S/O Alameda Ave.	24,410	< 50	87	181	66.1
San Fernando Blvd. N/O Burbank Blvd.	18,630	< 50	72	151	65.4
San Fernando Blvd. S/O Burbank Blvd.	11,620	< 50	56	112	62.9
San Fernando Blvd. W/O Buena Vista St.	24,300	< 50	85	180	66.5
San Fernando Blvd. E/O Buena Vista St.	26,970	< 50	91	192	67.0
Thornton Ave. W/O Hollywood Way	760	< 50	< 50	< 50	51.5
Thornton Ave. Hollywood to Buena Vista St.	5,040	< 50	< 50	65	59.7
Thornton Ave. E/O Buena Vista St.	4,080	< 50	< 50	57	58.8
Empire Ave. W/O Buena Vista St.	9,920	< 50	< 50	100	62.6

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

**Table 5.10.B - Alternative H - Future No Project/Existing Conditions
Traffic Noise Level (Continued)**

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outermost Lane
Empire Ave. E/O Buena Vista St.	14,640	< 50	62	129	64.3
Van Owen Ave. W/O Buena Vista St.	10,980	< 50	< 50	106	64.2
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4
Victory Blvd. W/O Hollywood Way	18,080	< 50	70	148	65.3
Victory Blvd. Hollywood Way to Buena Vista St.	18,115	< 50	71	148	65.3
Victory Blvd. E/O Buena Vista St.	19,010	< 50	73	153	65.5
Burbank Ave. W/O Buena Vista St.	16,990	< 50	68	142	65.0
Burbank Ave. E/O Buena Vista St.	17,310	< 50	69	144	65.1
Burbank Blvd. W/O San Fernando Blvd.	34,470	< 50	106	226	68.1
Burbank Blvd. E/O San Fernando Blvd.	18,840	< 50	72	152	65.4
Magnolia Ave. W/O Hollywood Way	17,400	< 50	69	144	65.1
Magnolia Ave. Hollywood Way to Buena Vista St.	21,760	< 50	79	167	66.1
Magnolia Ave. E/O Buena Vista St.	23,740	< 50	84	177	66.4
Olive Ave. W/O Buena Vista St.	23,520	< 50	85	176	66.0
Olive Ave. E/O Buena Vista St.	23,800	< 50	85	178	66.0
Alameda Ave. W/O Hollywood Way	27,130	< 50	94	194	66.2
Alameda Ave. Hollywood Way to Buena Vista St.	20,310	< 50	79	161	64.9
Alameda Ave. E/O Buena Vista St.	19,210	< 50	77	155	64.7

Source: LSA Associates, Inc. 1998

5.11 ALTERNATIVE I - NO PROJECT - IMPLEMENTATION OF EXISTING GENERAL PLAN PRACTICAL RESULTS OF NOT PROCEEDING WITH PROJECT ALTERNATIVE

Under the No Project Alternative - Implementation of Existing Plan, the site would be built out under the currently existing zoning, the M2 (Industrial) zone. The intent of this classification is to provide land for manufacturing, assembly, and fabrication, including large-scale or specialized industrial operations and airport related industrial uses. This alternative consists of 1,919,471 sf of industrial park use on the B-1 site and 298,822 sf of industrial park use on the B-199 site, totaling 2,218,293 sf. This alternative also includes a 15,000 sf electrical substation.

Attainment of Project Objectives

Project objectives are only partially met through development of industrial uses on the property. Essentially, the retail components of the proposed project would not be developed, leading to reduced sales tax for the City of Burbank. However, this would be speculative because some industrial uses, such as medical equipment manufacturers and computer equipment manufacturers, are point of sale, thereby generating substantial sales tax revenues for the City.

Land Use

Development of the site under Alternative I would comply with the existing land use designations of the site. Since the site is zoned for General Manufacturing uses, future allowable uses would fall under this category. Amendment of the General Plan or a zone change would not be required of future development.

As discussed in Section 4.1, Land Use, land use effects of Development Options A, D1-A, D1-B, and D1-C on adjacent uses can be categorized into the following issues: 1) compatibility of proposed property uses and project scale with the surrounding properties; 2) potential ongoing operational conflicts with surrounding uses; and 3) disruption of physical arrangement of an established community. Compatibility and potential conflicts with surrounding uses are dependent upon the types of uses proposed with each development option and alternative. Each of the development options and alternatives would result in compatibility and potential conflicts with surrounding uses; however, the degree of impact depends upon the mix of land uses proposed. The discussion that follows will focus on the potential conflicts with surrounding uses, particularly, the effects to residential areas north and south of the B-1 parcel and west of the B-199 parcel. The focus is on these residential areas due to their close proximity to proposed land uses that may conflict with the sensitive nature of the residential uses. Commercial and industrial uses adjacent to the project site are not considered sensitive receptors.

Land Use Compatibility

Unlike Development Options A, D1-A, D1-B, and D1-C, Alternative I is not a logical extension of the established land use patterns with the long established General Plan and

zoning land use pattern of commercial and service uses along this Golden State Freeway corridor. The requested change in land use associated with all four development option scenarios reflects a transition from industrial uses to higher value commercial and retail uses within this maturing corridor. However, Alternative I would provide for industrial uses, which are generally considered incompatible with residential uses because of odor, noise, and heavy machinery.

Alternative I would not involve some of the same signs required in Development Options A, D1-A, D1-B, and D1-C; however, less signage would be needed because the industrial uses would not require the same visibility as the commercial/office/retail uses proposed with the four development options scenarios. Signage would be required, but signs would be under 50 feet along Victory Place and will have a minimal effect on residential uses due to the large distance from these signs to the nearest non-commercial residential uses that could potentially be affected by lighting and size of project signs.

Alternative I would result in building heights of the structures consistent with current codes, allowing structures up to 70 feet on the property, still making the structures visible to surrounding uses. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings proposed with the four development option scenarios. However, buildings associated with Alternative I would vary depending on type of industrial use and could range from 35 to 70 feet in height. Views from residential neighborhoods north of Empire Avenue will be screened by the commercial uses fronting Empire Avenue. Residential neighborhoods southeast of the project site are located approximately 500 feet from the project, such that the increased building heights on the B-1 site will have minimal visual effect and land use effect. With the four development option scenarios, visual and light and glare impacts to properties adjacent to the B-199 site will have the most direct effect on properties directly adjacent to the west, at Mariposa Street and residences to the immediate vicinity of the proposed realigned Victory Boulevard to Burbank Boulevard intersection. However, with Alternative I, the light and glare impacts would be reduced, since only minimal lighting would be required for security, building, and parking lighting for the industrial use compared to lighting for commercial uses, which is typically more intensive. However, due to the distances to adjacent residences, lighting effects are only marginally less for this alternative.

The uses on the B-1 portion of the property are physically separated from residences to the south of the railroad right-of-way. The B-1 portion of the project site is surrounded on the west, north, and east by industrial or commercial uses, thus minimizing land use conflicts to the north, east, and west. The site is bounded primarily by railroad lines, the Golden State Freeway commercial corridor, and major streets. These transportation corridors provide natural barriers and spatial separation between adjacent uses. The separation of the B-1 portion of the site from residences to the south across the railroad line provides a buffer between these residential uses and the uses on the B-1 site. Because of the separation of uses and the graduated building scheme, Alternative I and all four development option scenarios will not have a significant detrimental effect on adjacent uses and residents. Because the residential neighborhoods to the north, west, and south of the B-1 and B-199 subareas have long been established, and because there is no residential displacement or new development that would be between residences in the same neighborhood, neither Alternative I nor the four development option scenarios will provide a new separation between any neighborhood or community.

Uses to the North

A residential neighborhood lies to the north and is separated from the project site by the commercial and industrial uses fronting Empire Avenue. Because the residences to the north are separated and buffered from direct disturbance by the non-residential uses fronting Empire Avenue, there is no conflict with Alternative I or the four development option scenarios. As shown in Figures 4.1.1, 4.1.3 and 4.1.4, there is substantial separation between the neighborhood to the north and the project site. Generally, the nearest residences are 2,000 feet from the commercial component of the B-1 portion and 500 feet from the less active office component (less active in the daytime and generally closed at night and on the weekends) as depicted in the four development option scenarios. Project traffic cutting through this neighborhood could affect these residences. This issue is addressed in more detail in Section 4.7, Traffic and Circulation. Noise impacts to this neighborhood are not significant, as reported in Section 4.9, Noise. Because of the separation of the neighborhood from the project site by existing intervening uses, there will be no significant visual impact to the nearest residences to the north with Alternative I or the four development option scenarios, as also described in Section 4.10.

Residential Uses to the South of the B-1 Site and West of the B-199 Site

As shown in Figure 4.1.1, a residential area lies approximately 100 feet south of the B-1 site across the railroad tracks and west of the B-199 site. Intrusion of project traffic cutting through this neighborhood is unlikely due to the lack of access to the project site from the south and west. This issue is discussed further in Section 4.7, Traffic and Circulation. Similar to the four development option scenarios, operation of Alternative I would result in a potentially significant noise impact due to noise generated on site related to back-of-house loading and unloading and truck backup warning signal and other noises associated with industrial uses. These impacts are considered to be nuisance impacts of short duration and would be mitigated to below a level of significance with implementation of mitigation, as described in Section 4.9, Noise. Regardless of mitigation included in this EIR, introduction of industrial uses within 100 feet of residences would cause noticeable noise effects even after mitigation.

Similar to Options A, D1-A, D1-B, and D1-C, Alternative I will not result in substantial visual or physical intrusion into the adjacent residential neighborhood uses. With the exception of potential parking lot and security lighting, aesthetic effects and visibility of Alternative I will be limited to the closest residences, at a distance of approximately 100 feet, with the first few homes interior to the neighborhoods marginally being affected. Visual and aesthetic impact issues are discussed in detail in Section 4.10, Aesthetics.

On the B-199 site, a block wall and 20 foot building setback would not be required, since a change in the land use designation is not required. However, to reduce off-site impacts to the residences adjacent to the B-199 site, mitigation may be required.

Alternative I, unlike the four development option scenarios, does not include realignment of the Five Points intersection. Therefore, displacement of 13 businesses will not occur

with Alternative I; however, traffic impacts will remain at the Five Points intersection, as further discussed in Section 4.7, Traffic and Circulation.

Based on this information, implementation of Alternative I would have similar land use impacts (after mitigation) to those identified for Development Options A, D1-A, D1-B, and D1-C. Mitigation similar to the block wall and building setbacks required with the four development option scenarios would further reduce impacts to the residences adjacent to the B-199 site.

After implementation of mitigation, Alternative I and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on land use.

Population and Housing

Given the current zoning and past history of the site, residential development is not a potential land use on the site. This alternative shows over 2.2 million sf of industrial uses, which may indirectly create population and housing increases in the City and surrounding jurisdictions.

Implementation of this alternative would generate approximately 3,697 employment opportunities in the City, or 866 fewer employment opportunities compared to Development Option A, 237 more than Option D1-A, 1,477 more than Option D1-B and 390 more than Option D1-C. Overall, the job opportunities identified for Alternative I would be beneficial to the City and the region.

All four development options and Alternative I would displace approximately 13 businesses, due to the realignment of the Five Points intersection. However, the number of jobs lost in these businesses is not considered significant, given the number of jobs estimated to result from implementation of this alternative. The loss of 13 businesses will be outweighed by the addition of approximately 3,697 jobs projected for Alternative I. Displaced businesses will be relocated or compensated, based upon prevailing California law. Therefore, this alternative's effect on employment is similar to that identified for Development Options A, D1-A, D1-B or D1-C and is considered to be less than significant when the number of jobs that will be created is taken into consideration.

Alternative I and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on population and housing.

Geotechnical Conditions

Development of the site with industrial uses would require extensive grading activities to prepare the site for construction. With this alternative, there may be more impacts associated with additional grading, due to increased fugitive dust within which VOCs are entrained and potentially greater risk to human health associated with exposure to hazardous materials. This alternative, as well as all other alternatives, will incorporate structural designs that will avoid impacts to adverse soil conditions on the site (previously described in Section 4.3). Construction of buildings in conformance with

the UBC, and implementation of the mitigation measures identified in Section 4.3, Geotechnical Conditions, will mitigate all potential site conditions to below a level of significance. Therefore, there are no substantive differences between Alternative I and the four development option scenarios. After implementation of mitigation, Alternative I and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on land use.

Water Resources

Potable Water

Alternative I would require approximately 554,550 gpd of potable water while Options A, D1-A, D1-B, and D1-C would require 995,857 gpd, 730,132 gpd, 409,937 gpd, and 592,445 gpd, respectively. Domestic water services provided by the City of Burbank will be available as needed (memorandum, Fred Lantz, Assistant General Manager, Water, August 23, 1999).

Drainage/Flood Control

The effects of Alternative I on drainage and flood control would be similar to those of Development Options A, D1-A and D1-C. This alternative would result in a similar amount of surface runoff, since the entire project site will be developed with either structures and paved parking lots or parking structures.

The drainage design will allow the 100 year storm water to flow across the site on the surface. The storm flows would be conveyed from Buena Vista Avenue in the central drive aisle that runs east and west through the business park portion of the site. The water would then flow onto the main parking lot north of the major retail buildings. This parking lot at the northeast end of the site would be designed to allow water to pond without entering the buildings. The flow would be contained in the lower areas of the lot with a maximum flooded width of 200 feet and a maximum depth of 1.5 feet. At the southeast end of the lot, the water would be moving slowly, due to the large, but shallow, flooded area. At the southeast end of the parking lot north of the railroad tracks on the B-199 site, the stormwater would flow from the parking area over the sidewalk and curb onto Victory Place. The flow would continue down the street to the undercrossing at the railroad, where it would pond in the existing sump. This design is discussed in further detail in Section 4.4, Water Resources. Implementation of either option would require additional mitigation to reduce project specific drainage impacts to below a level of significance. However, even with project mitigation, cumulative impacts to region serving flood control facilities and to properties in the floodplain are significant.

Compared to all the development options (A, D1-A, D1-B, and D1-C), Alternative I would also result in significant cumulative impacts to region serving flood control facilities and to properties in the floodplain. Implementation of mitigation would not result in less than significant cumulative impacts.

Alternative I does not avoid or substantially lessen significant effects on drainage/flood control when compared to Development Options A, D1-A, D1-B or D1-C. Although Alternative I would require less demand for potable water than Options A, D1-A, and D1-C, and more demand than Option D1-B, the change in demand is not significant. Alternative I and Options A, D1-A, D1-B, and D1-C do not create significant effects on potable water.

Traffic and Circulation

As shown in Table 5.11.A below, Alternative I would result in 15,462 total daily trips, 344 percent fewer than Option A, 250 percent fewer than Option D1-A, 248 percent fewer than Option D1-B and 248 percent fewer than Option D1-C.

Table 5.11.A - Alternative I Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour		P.M. Peak Hour			
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Alternative I	15,462	1,601	351	1,952	424	1,595	2,019

Source: Parsons Brinckerhoff, 1998 and 1999.

As shown in summary Tables 5.13.F and 5.13.G, in the a.m. peak hour, Alternative I would result in a significant adverse impact of LOS E or F at six intersections, while Option A would significantly impact eight intersections, and Options D1-A, D1-B and D1-C would significantly impact six intersections. For the p.m. peak hour, Alternative I would create LOS E or F at eight intersections, while Option A would significantly impact 10 intersections, and Options D1-A, D1-B, and D1-C would significantly impact eight intersections.

For impacts on the regional freeway system, Table 5.13.J provides a summary comparison of freeway impacts for Development Options A, D1-A, D1-B, and D1-C, and all alternatives, including Alternative I. Alternative I would result in fewer peak hour impacts on the regional freeway system compared to Option A. Alternative I would result in significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street and from Burbank Boulevard to Olive Avenue, while Option A would result in significant a.m. peak hour impacts from the Hollywood Freeway to Buena Vista Street. For the p.m. peak hour on northbound I-5, Alternative I would result in significant p.m. peak hour impacts from Penrose Boulevard to Buena Vista Street, while Option A would significantly impact from Osborne Street to Buena

Vista Street and from Burbank Boulevard to the Ventura Freeway. Alternative I would not result in significant impacts to the Ventura Freeway (SR-134); however, Option A would result in significant impacts on eastbound and westbound SR-134 from I-5 to Route 2.

Compared to Option D1-A, Alternative I would result in fewer peak hour impacts on the regional freeway system. Alternative I impacts on the regional freeway system are noted above and shown in Table 5.13.J. Option D1-A would result in significant a.m. and p.m. peak hour impacts on southbound and northbound I-5 from the Hollywood Freeway to Buena Vista Street and from Burbank Boulevard to the Ventura Freeway. For SR-134, Option D1-A would result in significant impacts on eastbound and westbound SR-134 from I-5 to Concord.

Compared to Option D1-B, Alternative I would result in fewer peak hour impacts on the regional freeway system. Alternative I impacts on the regional freeway system are noted above and shown in Table 5.13.J. Option D1-B would result in significant a.m. peak hour impacts on southbound I-5 from the Hollywood Freeway to Buena Vista Street. In the p.m. peak hour, Option D1-B would result in significant impacts on northbound I-5 from the Hollywood Freeway to Buena Vista Street and from Burbank Boulevard to the Ventura Freeway. For SR-134, Option D1-B would result in significant impacts on eastbound and westbound SR-134 from I-5 to Concord.

Compared to Option D1-C, Alternative I would result in fewer peak hour impacts on the regional freeway system. Alternative I impacts on the regional freeway system are noted above and shown in Table 5.13.J. Option D1-C would result in significant a.m. peak hour impacts on southbound I-5 from Laurel Canyon to Buena Vista Street. In the p.m. peak hour, Option D1-C would result in significant impacts on northbound I-5 from the Hollywood Freeway to Buena Vista Street and from Burbank Boulevard to the Ventura Freeway. For SR-134, Option D1-C would result in significant impacts on eastbound and westbound SR-134 from I-5 to Concord.

Mitigation Measures 7.7, 7.8, and 7.9 will likely be completed after occupancy of the completed project (any build alternative or Options A, D1-A, D1-B, or D1-C). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of the three mitigation measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 and 7.15 to lessen the effects of any delay in completion of the required improvements.

Although Alternative I results in significant adverse impacts on the regional freeway system, it substantially lessens significant effects when compared to Options A, D1-A, D1-B or D1-C. Alternative I does not avoid or substantially lessen significant effects on intersection level of service when compared to Options A, D1-A, D1-B or D1-C.

Air Quality

Long-Term Microscale Projections

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Table 5.11.B lists the CO concentrations near intersections in the project area.

Data in Table 5.11.B show that there would be no exceedance of either the State or federal CO standards for the one hour or eight hour durations. The one hour CO concentration near all 14 intersections analyzed ranges from 8.6 to 10.4 ppm, much lower than the 20 ppm State standard and the 35 ppm federal standard. The eight hour CO concentration ranges from 6.0 to 7.2 ppm, also lower than the 9.0 ppm State and federal standards. Therefore, implementation of this alternative would not have an adverse impact on local air quality. Because no CO hotspots were identified, no nearby sensitive receptors would be affected by project related local air quality impacts.

Air Quality Management Plan Consistency

Alternative I is consistent with the City's General Plan; therefore, it is included in the Southern California Associations of Governments (SCAG) projections for the project area. No further AQMP consistency is required.

Short-Term Construction Emissions

The short-term construction related impacts under Alternative I are similar to Development Options A, D1-A, D1-B, and D1-C. The level of significance of these impacts before mitigation is significant. Mitigation measures identified in Section 4.8, Air Quality, would apply to this alternative, as well as Development Options A, D1-A, D1-B, and D1-C to reduce impacts. However, the reductions are not sufficient to reduce impacts to less than significant levels.

Alternative I does not avoid or substantially lessen significant effects on short-term construction emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Table 5.11.B - Carbon Monoxide Concentrations, ppm
Future No Project - Implementation of Existing Plan/
Not Proceeding with Project

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & San Fernando Boulevard	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Buena Vista Street & Thornton Avenue	18	9.2	6.4
	23	8.9	6.2
	28	8.7	6.0
	33	8.6	6.0
Buena Vista Street & Empire Avenue	18	10.3	7.2
	23	9.9	6.9
	28	9.6	6.7
	33	9.4	6.5
Buena Vista Street & Vanowen Street	15	10.6	7.4
	20	10.0	6.9
	25	9.6	6.7
	30	9.4	6.5
Buena Vista Street & Victory Boulevard	20	9.6	6.7
	25	9.4	6.5
	30	9.2	6.4
	35	9.1	6.3
Buena Vista Street & Burbank Boulevard	20	9.7	6.7
	25	9.4	6.5
	30	9.2	6.4
	35	9.1	6.3
Buena Vista Street & Magnolia Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

**Table 5.11.B - Carbon Monoxide Concentrations, ppm
Future No Project - Implementation of Existing Plan/
Not Proceeding with Project (Continued)**

Intersection	Receptor Distance to Roadway Centerline (m)	1 Hour CO Concentration¹	8 Hour CO Concentration²
Buena Vista Street & Olive Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Buena Vista Street & Alameda Avenue	20	9.9	6.9
	25	9.6	6.7
	30	9.3	6.5
	35	9.2	6.4
Hollywood Way & Thornton Avenue	20	10.1	7.0
	25	9.7	6.7
	30	9.4	6.5
	35	9.3	6.5
Hollywood Way & Victory Boulevard	20	9.4	6.5
	25	9.2	6.4
	30	9.0	6.2
	35	8.9	6.2
Hollywood Way & Magnolia Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.4	6.5
	35	9.2	6.4
Hollywood Way & Alameda Avenue	20	10.0	6.9
	25	9.7	6.7
	30	9.5	6.6
	35	9.3	6.5
Burbank Boulevard & San Fernando Boulevard	24	9.7	6.7
	29	9.5	6.6
	34	9.4	6.5
	39	9.2	6.4

¹ Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for one hour CO is 20 ppm.

² Includes ambient eight hour CO concentration of 5.4 ppm for long-range build out year project at the East San Fernando Valley Station (formerly the Burbank Station). The State standard for eight hour CO is 9.0 ppm.

Source: LSA Associates, Inc. 1998.

Regional Air Quality

Stationary Sources

Build out of Alternative I would consume natural gas and electricity. Based on Table A9-11 and Table A9-12 in SCAQMD CEQA Air Quality Handbook, Alternative I is estimated to generate criteria pollutant emissions as shown in Table 5.11.C.

Table 5.11.C - Emissions by Energy Consumption (pound/day)

Land Use	CO	ROC	NO_x	SO_x	PM₁₀
Industrial Park					
Electricity Usage	12.76	0.64	73.39	7.66	2.55
Natural Gas Usage ¹	0.81	0.21	4.83	— ²	0.01
Subtotal Emissions	13.6	0.9	78.2	7.7	2.6
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0

Source: LSA Associates, Inc. 1998

Mobile Sources

There would be vehicular trips associated with the on-site uses. Based on the latest URBEMIS5 air quality model, the proposed land uses would generate criteria pollutant emissions as summarized in Table 5.11.D.

Total Regional Emissions

Estimated total emissions from long-term project operations are shown in Table 5.11.D. Emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations.

¹ Assumes five meters per business.

² Negligible amount.

Table 5.11.D - Total Regional Emissions (pounds/day)

Category	CO¹	ROC²	NO_x	SO_x	PM₁₀
Stationary Sources	13.6	0.9	78.2	7.7	2.6
Mobile Sources	1170.5	82.5	127.2	15.3	22.7
Total Emissions	1184	83	205	23	25
SCAQMD Thresholds	550	55	55	150	150
Significant Impact?	Yes	Yes	Yes	No	No

Source: LSA Associates, Inc. 1998.

The level of significance of these impacts before mitigation is significant. Standard conditions identified for long-term regional air quality impacts would also apply to this alternative. However, as with Development Options A, D1-A, D1-B, and D1-C, remaining impacts after mitigation are considered significant.

Alternative I would result in CO concentrations similar to those of Development Options A, D1-A, D1-B, and D1-C, and would be below the federal and state standards for both the one hour and eight hour CO concentrations. Total regional emissions would exceed the daily thresholds for CO, ROC, and NO_x established by the SCAQMD, similar to all four development option scenarios. Air quality impacts during construction of this project alternative would be similar to those of the proposed project. This project alternative would have air quality impacts similar to but less than those of the Development Options A, D1-A, D1-B, and D1-C.

Although Alternative I exceeds SCAQMD thresholds for total regional emissions, it substantially lessens significant effects on regional emissions when compared to Development Options A, D1-A, D1-B, and D1-C.

Noise

Alternative I consists of build out of the project site with uses consistent with the existing "Industrial" designation on the Land Use Element. There would be approximately 1,919,471 sf of industrial park use on the B-1 site and 298,822 sf of industrial park use on the B-199 site.

Implementation of Development Options A, D1-A, D1-B, and D1-C, and Alternative I would not result in significant changes to the rail operations in the project area. Rail noise is further discussed in Alternative B.

¹ Calculated in winter for worst case scenario.

² TOG emissions multiplied by a factor of 0.9.

Traffic Noise

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic related noise conditions in the vicinity of the project. This model is referenced in Alternative B.

Table 5.11.E provides the future Alternative I conditions noise levels adjacent to roads near the project site. These noise levels represent the worst case scenario, which assumes that no shielding is provided between the highway traffic and the location where the noise contours are drawn.

Data in Table 5.11.E show that for most of the roadway segments analyzed in the project vicinity the 70 dBA Ldn would be confined within the roadway right-of-way, except along Hollywood Way north of Thornton Avenue where the 70 dBA Ldn would extend to 57 feet from the roadway centerline. Traffic noise levels under future No Project Alternative would have a small increase over the future no build (baseline) level, except along Buena Vista Street between Olive Avenue and Alameda Avenue where there would be a small decrease (0.01 dB) from the no build scenario. These increases would be fewer than three dB over their corresponding no build levels and would be considered less than significant. Therefore, Alternative I would have less than significant traffic noise impacts on off-site sensitive land uses. No mitigation measures are required.

Construction Noise

Noise impacts associated with short-term construction on the project site under this project alternative are very similar to those of the proposed project. As with Development Options A, D1-A, D1-B, and D1-C, construction of this alternative would potentially result in noise levels exceeding 90 dBA L_{max} at the closest residences. However, construction would be temporary and would affect primarily the area directly adjacent to the active construction site. Mitigation measures for short-term construction related impacts would apply to this alternative in reducing impacts to a level below significance.

On-Site Stationary Sources

On-site stationary noise sources impacts under this project alternative, i.e., industrial park development, are similar to those of Development Options A, D1-A, D1-B, and D1-C. Noise associated with on-site stationary source activities will not exceed the City's established ambient noise base level, as listed in Section 4.9, Noise. Noise impacts from on-site loading/unloading activities would be potentially significant without mitigation. On-site stationary source activities associated with this project alternative would potentially result in noise annoyance at the closest residences during the more sensitive nighttime hours.

As for the proposed project, mitigation measures for noise associated with on-site stationary sources would apply to this alternative to lower impacts to a less than significant level.

Table 5.11.E - Alternative H-Future No Project-Implementation of Existing Plans/Not Proceeding with Project Traffic Noise Level

Roadway Segment	ADT	Center-line to 70 Ldn (feet)	Center-line to 65 Ldn (feet)	Center-line to 60 Ldn (feet)	Ldn 50 feet from Outer-most Lane	Increase from No Build Level (dBA)
Buena Vista St. N/O ¹ San Fernando Blvd.	30,370	< 50 ²	98	208	67.5	0.5
Buena Vista St. ST to Thornton Ave.	19,235	< 50	73	154	65.5	0.2
Buena Vista St. ST Thornton to Empire Ave.	18,200	< 50	71	148	65.3	0.3
Buena Vista St. ST Empire to Van Owen Ave.	30,400	< 50	98	208	67.5	0.6
Buena Vista St. ST Van Owen to Victory Blvd.	25,450	< 50	87	185	66.7	0.4
Buena Vista St. ST Victory to Burbank Blvd.	24,635	< 50	86	181	66.6	0.3
Buena Vista St. ST Burbank to Magnolia Ave.	25,745	< 50	88	187	66.8	0.1
Buena Vista St. ST Magnolia Ave to Olive Ave	25,215	< 50	88	185	66.3	0.1
Buena Vista St. ST Olive Ave. to Alameda Ave.	25,870	< 50	90	188	66.4	0.0
Buena Vista St. ST S/O Alameda Ave.	28,720	< 50	96	201	66.8	0.0
Hollywood Way N/O Thornton Ave.	37,760	57	114	241	68.0	0.1
Hollywood Way Thornton to Victory Blvd.	32,040	< 50	103	216	67.3	0.1
Hollywood Way Victory to Magnolia Ave.	22,945	< 50	83	174	65.9	0.1
Hollywood Way Magnolia to Alameda Ave.	27,380	< 50	93	195	66.6	0.0
Hollywood Way S/O Alameda Ave.	24,470	< 50	87	181	66.1	0.0
San Fernando Blvd. N/O Burbank Blvd.	18,980	< 50	73	153	65.5	0.1
San Fernando Blvd. S/O Burbank Blvd.	12,110	< 50	57	115	63.1	0.2
San Fernando Blvd. W/O Buena Vista St.	24,650	< 50	86	181	66.6	0.1
San Fernando Blvd. E/O Buena Vista St.	29,140	< 50	95	202	67.3	0.3
Thornton Ave. W/O Hollywood Way	760	< 50	< 50	< 50	51.5	0.0
Thornton Ave. Hollywood to Buena Vista St.	5,600	< 50	< 50	70	60.2	0.5
Thornton Ave. E/O Buena Vista St.	4,550	< 50	< 50	61	59.3	0.5

¹ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

² Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

**Table 5.11.E - Future No Project Implementation of Existing Plans/
Not Proceeding with Project Traffic Noise Level (Continued)**

Roadway Segment	ADT	Center- line to 70 Ldn (feet)	Center- line to 65 Ldn (feet)	Center- line to 60 Ldn (feet)	Ldn 50 feet from Outer- most Lane	Increase from No Build Level (dBA)
Empire Ave. W/O Buena Vista St.	11,060	< 50	< 50	107	63.1	0.5
Empire Ave. E/O Buena Vista St.	18,010	< 50	70	147	65.2	0.9
Van Owen Ave. W/O Buena Vista St.	11,060	< 50	< 50	106	64.2	0.0
Van Owen Ave E/O Buena Vista St.	2,290	< 50	< 50	< 50	57.4	0.0
Victory Blvd. W/O Hollywood Way	18,980	< 50	73	153	65.5	0.3
Victory Blvd. Hollywood Way to Buena Vista St.	19,055	< 50	73	153	65.5	0.3
Victory Blvd. E/O Buena Vista St.	19,420	< 50	74	155	65.6	0.1
Burbank Ave. W/O Buena Vista St.	17,620	< 50	69	145	65.1	0.1
Burbank Ave. E/O Buena Vista St.	17,560	< 50	69	145	65.1	0.0
Burbank Blvd. W/O San Fernando Blvd.	35,360	< 50	108	230	68.2	0.2
Burbank Blvd. E/O San Fernando Blvd.	19,290	< 50	73	154	65.5	0.1
Magnolia Ave. W/O Hollywood Way	17,790	< 50	70	146	65.2	0.1
Magnolia Ave. Hollywood Way to Buena Vista St.	22,140	< 50	80	169	66.1	0.0
Magnolia Ave. E/O Buena Vista St.	23,940	< 50	84	178	66.5	0.1
Olive Ave. W/O Buena Vista St.	23,970	< 50	86	179	66.0	0.0
Olive Ave. E/O Buena Vista St.	24,000	< 50	86	179	66.1	0.1
Alameda Ave. W/O Hollywood Way.	27,310	< 50	94	195	66.2	0.0
Alameda Ave. Hollywood Way to Buena Vista St.	20,390	< 50	80	162	65.0	0.1
Alameda Ave. E/O Buena Vista St.	19,310	< 50	77	156	64.7	0.0

Source: LSA Associates, Inc. 1998

Implementation of this project alternative would result in traffic noise level changes similar to those of the Development Options A, D1-A, D1-B, and D1-C. Although this project alternative would result in smaller traffic increases than the proposed project (Options A, D1-A, D1-B, and D1-C), all traffic noise level changes are less than three dBA and are considered less than significant. Noise impacts associated with construction and on-site stationary sources under this project alternative would be similar to those of Alternative I. This project alternative would have noise impacts similar to those of Development Options A, D1-A, D1-B, and D1-C.

With implementation of mitigation, Alternative I and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on noise associated with construction and on-site stationary sources.

Aesthetics

Implementation of this alternative would not preclude the site from future general manufacturing development. With this alternative, the site's manufacturing appearance would be retained whereas Development Options A, D1-A, D1-B, and D1-C would transform the once industrial/manufacturing site into commercial/retail/office uses. Both types of uses (industrial and commercial/retail/office) would be mitigated through the use of landscaping, walls/beams, and placement of structures in order to minimize visual intrusion to the residences.

Overall, when compared to all four development option scenarios, it is expected that development of Alternative I would result in similar aesthetic effects as Options A, D1-A, D1-B, and D1-C. With implementation of mitigation, Alternative I and Development Options A, D1-A, D1-B, and D1-C do not create significant aesthetic effects.

Public Health and Safety

This alternative, as with all other development alternatives, would be developed on a site that has undergone extensive soil remediation for soil contamination and groundwater contamination. The site continues to be subject of a ground water cleanup order. The VES will operate until the LARWQCB grants permission to shut down the VES that is currently extracting soil vapors. As indicated in Section 4.11 of this EIR, development of the site can occur without further on-site remediation. The only areas that are of human health concern are two areas around soil gas probes showing elevated concentrations of residual contamination. The proposed project includes a vapor barrier to provide protection from possible contamination. Without these vapor barriers in place, there is the potential for a significant impact to the health of project occupants. Because this alternative does not include such a barrier, it is presumed that there would be a significant impact that would require mitigation. With the mitigation provided by an acceptable barrier, there would be no significant impact.

Recreation

Under Alternative I, the impact to recreational facilities would be less compared to Development Option A, but would be increased compared to Options D1-A, D1-B and D1-C, due to the increased number of employees generated on site. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

After implementation of mitigation, Alternative I and Development Options A, D1-A, D1-B, or D1-C do not create significant effects on recreation.

Public Services and Utilities

Similar to Development Options A, D1-A, D1-B, and D1-C, this alternative would result in increased demand for public services and utilities. Given the size of the site and the possible future general manufacturing uses, it is anticipated that infrastructure improvements required of the project would also be needed for implementation of Alternative I. Alternative I includes construction of an electrical substation that would serve the electricity demands of this alternative. Mitigation measures identified in Section 4.5, Public Services and Utilities, would reduce potential impacts to public services and utilities to below a level of significance.

Similar to the four development option scenarios (Options A, D1-A, D1-B, and D1-C), Alternative I would result in a significant impact to police protection services and fire protection services. The City of Burbank Police Department and Fire Department both determine impacts based on the total building square footage shown. Although the square footage shown for Alternative I is 236,769 sf greater than the largest development option (Option A), the difference in square footage is not considered significant in terms of impact to police and fire service. However, similar to Options A, D1-A, D1-B, and D1-C, the impact to police and fire would be significant for Alternative I and would require implementation of Mitigation Measure 5.1 identified in Section 4.5, Public Services and Utilities, to reduce impacts to below a level of significance.

Although Alternative I does not show residential development, future development on the site would likely generate additional students that would attend BUSD schools.

Mitigation measures identified in Section 4.5 for school impacts would be applicable to Alternative I to reduce the impacts generated by the increase in students.

With implementation of mitigation, Alternative I and Development Options A, D1-A, D1-B, and D1-C do not create significant effects on public services and utilities.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. Alternative I would not result in any secondary economic effects to the downtown Burbank area since retail uses are not proposed. Alternative I and Development Options A, D1-A, D1-B, and D1-C do not create significant secondary market effects.

5.12 ALTERNATIVE J - OFF-SITE ALTERNATIVES

The CEQA Guidelines, Section 15126(f)(2)(A), describes the “key questions and first step in analysis” as “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.” Further, only locations “that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.”

The City of Burbank is nearly built out, with little vacant land available for development; however, two sites are reviewed in this section that are either the same size or larger, that could accommodate Development Options A, D1-A, D1-B or D1-C. The first site is 110 acres of land in the Verdugo Mountains. The other site is the 140 acre Lockheed Corporation B-6 site, located northeast of the Burbank Airport. These off-site alternatives are assessed below. The two sites are identified in Figure 5.12.1.

In order to successfully operate Development Options A, D1-A, D1-B or D1-C, the applicant includes three criteria that the proposed project site must meet: freeway visibility, site accessibility, and site availability. The B-1 and B-199 sites were selected by this applicant because they meet all three selection criteria.

An analysis of the two off-site alternatives and whether they meet the selection criteria follows.

Verdugo Mountains

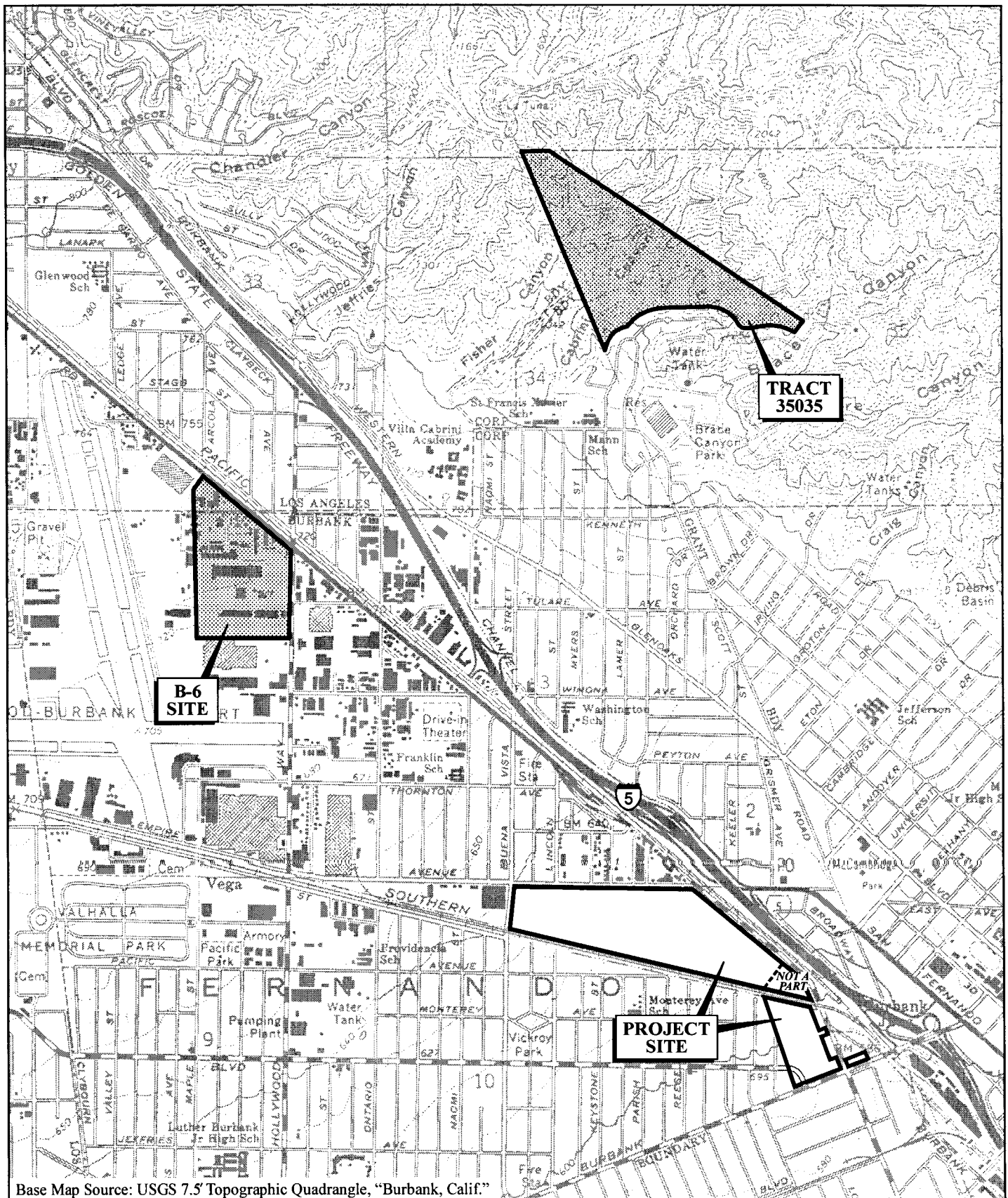
The 110 acre Verdugo Mountain site is in the City of Burbank, located to the north in the Verdugo Mountain range (see Figure 5.12.1). Land uses adjacent to the site are primarily residential. The construction of 100 homes was recently approved for the site, and grading activities are under way.

Although the size of the site could accommodate Development Options A, D1-A, D1-B or D1-C, it is not considered a feasible alternative location based upon the site selection criteria identified above. First, the Verdugo Mountains site is not located near a major freeway and, therefore, would not be visible from a freeway. Second, site accessibility would be gained via minor roadways through residential neighborhoods, resulting in traffic, noise and air quality impacts. Third, the site is zoned for residential use and was recently approved for development of approximately 100 homes. As the site is currently under grading, the site may not be available for Development Options A, D1-A, D1-B or D1-C.

Based upon the site selection criteria, this off-site alternative is not considered a feasible alternative to the proposed B-1/B-199 site.

Lockheed Corporation B-6 Site

The alternative B-6 site is located on the southwest corner of San Fernando Road and Hollywood Way (see Figure 5.12.1). The B-6 site, which comprises approximately



8/10/99(BUR730)

Figure 5.12.1



LSA

Scale in Feet

0 1000 2000

Burbank Empire Center
Off-Site Alternatives

140 acres, is currently owned and occupied by the Lockheed Corporation and approximately 11 other commercial/industrial businesses. This site, along with several other sites, is located adjacent to the airport and was considered by the Airport Authority for expansion of the existing airport. The site is bordered by Hollywood Way to the east, San Fernando Road to the north, and airport operations to the west and south.

Based upon the site selection criteria, the B-6 site is not a feasible alternative to the B-1/B-199 site. First, the B-6 site is not visible from a freeway. The nearest freeway is the Golden State Freeway, which is located approximately 1.5 miles to the northeast of the site.

Site accessibility would be gained from the Hollywood Way, Buena Vista Street and San Fernando intersections with the Golden State Freeway. According to the FEIS prepared for the Airport Authority for the expansion of the Burbank Airport, the estimated 1990 LOS for the intersections identified above are as follows.

Intersection	V/C or Reserve Capacity¹	Level of Service²
Buena Vista Street/I-5 northbound ramps	0.86	D
San Fernando Boulevard (north)/I-5 southbound ramps	130	D
Hollywood Way/I-5 northbound ramps	0.51	A
Hollywood Way/I-5 southbound ramps	6	E

Development of the B-6 site would substantially increase traffic volumes at these intersections, since they are the most direct points of access to the site from the Golden State Freeway. Improvements to the intersections currently operating at LOS D or worse may need to occur with the increased traffic volumes associated with development of the B-6 site.

Lastly, the site is currently occupied by Lockheed Corporation with ongoing operations and approximately 11 other industrial/airport uses. It would be speculative to estimate the number of years necessary in order to prepare the site for development of the proposed project. At the outset, the site would have to be cleared of structures and be environmentally cleaned and cleared, a process that could take several years. This time frame does not meet that of the applicant or the City. Therefore, the B-6 site is not considered an available site.

Based upon the site selection criteria, this off-site alternative is not considered a feasible alternative to the proposed B-1/B-199 site.

¹ V/C is the ratio of intersection to capacity for signalized intersections. For unsignalized intersections, the available reserve capacity for the most constrained movement at the intersection is estimated.

² See Section 4.7, Transportation and Circulation, for level of service definitions.

Conclusion

Based on the off-site selection criteria set forth above, neither the Verdugo Mountain nor the Lockheed Corporation B-6 sites would be considered feasible alternative locations. Neither site provides visibility from the freeway. Freeway access is difficult at best and not suited to a major retail center and office complex. Neither site is readily available for development of a project the size of the proposed Burbank Empire Center. The Verdugo Mountain site has been approved for residential development and triggers land use compatibility issues. The B-6 site contains existing uses that are currently operating and would require relocation. All existing structures would need to be demolished, and the site would have to be environmentally cleaned and cleared prior to new development. Therefore, based on the above criteria, neither location is considered a feasible off-site alternative to the B-1/B-199 site.

5.13 COMPARATIVE ANALYSIS OF ALL DEVELOPMENT ALTERNATIVES

This section provides, in summary form, a comparison of the level of impacts resulting from all project development alternatives and whether or not the alternative meets project objectives. In this summary, impacts of each of the alternatives are discussed and compared to determine whether they have similar impacts, greater impacts, or lesser impacts than each of the development option scenarios. As stated in Section 5.1, the primary objective of the alternatives analysis is to focus on alternatives capable of eliminating identified, unmitigated significant environmental effects or reducing them to a level of insignificance.

Each topic addressed in Chapter 4.0 is addressed in summary form below. For each environmental topic presented, a conclusion is provided that identifies whether the alternative lessens the severity of the impacts identified for the proposed project. The analysis summarized in this section is provided in full in Sections 5.1 through 5.12. Table 5.13.A provides a summary matrix comparison of this analysis.

Attainment of Project Objectives

Of all the project alternatives to Development Options A, D1-A, D1-B or D1-C, Alternatives B, C, D, D1, E, and F meet all the project's development objectives. Alternative G would meet some of the project objectives. Alternative H (No Project - Existing Conditions) would not meet any of the project objectives. Alternative I (No Project - Implementation of Existing Plans/Practical Results of Not Proceeding with Project) would meet some of the objectives.

Land Use

Development Options A, D1-A, D1-B, and D1-C would not result in any significant adverse impacts to land use. Potential compatibility and ongoing operational conflicts with surrounding land uses would be mitigated to a level below significance. For the project alternatives, none would result in significant adverse impacts and all potential compatibility and ongoing operational conflicts with surrounding land uses would be mitigated.

In comparison to Development Option A, Alternatives B, C, D, E, F, and I would result in similar land use compatibility issues. Each of these alternatives proposes either a similar or greater amount of square footage, and would result in similar compatibility issues such as noise, air quality, visual impacts, and light and glare. Alternative D1 would result in fewer land use compatibility issues given the decrease in square footage proposed compared to Option A. Alternative G would also result in fewer land use compatibility issues since this alternative proposes only research and development land uses. This type of use is not as intense (i.e., less noise, traffic, light and glare) as the retail/office/commercial proposed with Option A. Alternative H (No Project - Existing Conditions) would not generate any development on the site, and would not result in any land use compatibility or ongoing operational conflicts.

Table 5.13.A - Alternatives Summary of Impacts

Environmental Topic	Development Options				Alternatives								
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
ATTAINMENT OF PROJECT OBJECTIVES													
Development Option A	All				All	All	All	All	All	All	Some	None	Some
Development Option D1-A		All			All	All	All	All	All	All	Some	None	Some
Development Option D1-B			All		All	All	All	All	All	All	Some	None	Some
Development Option D1-C				All	All	All	All	All	All	All	Some	None	Some
LAND USE													
Development Option A	<i>N</i>				<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>L</i>	<i>S</i>
Development Option D1-A		<i>N</i>			<i>G</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>L</i>	<i>S</i>
Development Option D1-B			<i>N</i>		<i>G</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>L</i>	<i>S</i>
Development Option D1-C				<i>N</i>	<i>G</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>G</i>	<i>G</i>	<i>S</i>	<i>L</i>	<i>S</i>

For Project Objectives:

All = Meets all project objectives

Some = Meets some project objectives

None = Meets none of the project objectives

For Project Alternative Impacts:

S = Same as or similar impacts*L* = Less impacts*G* = Greater impacts

For Development Option Impacts:

S = Significant Unavoidable Impacts*N* = No Significant Impacts*P* = Potentially Significant Impact (Mitigation Incorporated)

Table 5.13.A - Alternatives Summary of Impacts (Continued)

Environmental Topic	Development Options				Alternatives								
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
POPULATION AND HOUSING													
Development Option A	<i>N</i>				<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-A		<i>N</i>			<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-B			<i>N</i>		<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-C				<i>N</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
GEOTECHNICAL													
Development Option A	<i>P</i>				<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-A		<i>P</i>			<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-B			<i>P</i>		<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-C				<i>P</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>

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Table 5.13.A - Alternatives Summary of Impacts (Continued)

Environmental Topic	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
WATER RESOURCES													
Development Option A	<i>S</i>				<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-A		<i>S</i>			<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-B			<i>S</i>		<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-C				<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
TRAFFIC AND CIRCULATION													
Development Option A	<i>S</i>				<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>
Development Option D1-A		<i>S</i>			<i>G</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>L</i>	<i>L</i>
Development Option D1-B			<i>S</i>		<i>G</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>L</i>	<i>L</i>
Development Option D1-C				<i>S</i>	<i>G</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>G</i>	<i>G</i>	<i>L</i>	<i>L</i>	<i>L</i>

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Table 5.13.A - Alternatives Summary of Impacts (Continued)

Environmental Topic	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
AIR QUALITY													
Development Option A	<i>S</i>				G	S	S	L	S	S	L	L	L
Development Option D1-A		<i>S</i>			G	G	G	L	G	G	L	L	L
Development Option D1-B			<i>S</i>		G	G	G	L	G	G	L	L	L
Development Option D1-C				<i>S</i>	G	G	G	L	G	G	L	L	L
NOISE													
Development Option A	<i>P</i>				S	S	S	L	S	S	L	L	L
Development Option D1-A		<i>P</i>			S	S	S	L	S	S	L	L	L
Development Option D1-B			<i>P</i>		S	S	S	L	S	S	L	L	L
Development Option D1-C				<i>P</i>	S	S	S	L	S	S	L	L	L

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Table 5.13.A - Alternatives Summary of Impacts (Continued)

Environmental Topic	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
AESTHETICS													
Development Option A	<i>P</i>				G	G	G	L	G	G	L	L	S
Development Option D1-A		<i>P</i>			G	G	G	L	G	G	L	L	S
Development Option D1-B			<i>P</i>		G	G	G	L	G	G	L	L	S
Development Option D1-C				<i>P</i>	G	G	G	L	G	G	L	L	S
PUBLIC HEALTH AND SAFETY													
Development Option A	<i>S</i>				S	S	S	S	S	S	S	L	S
Development Option D1-A		<i>S</i>			S	S	S	S	S	S	S	L	S
Development Option D1-B			<i>S</i>		S	S	S	S	S	S	S	L	S
Development Option D1-C				<i>S</i>	S	S	S	S	S	S	S	L	S

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G = Greater impacts

For Development Option Impacts:

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Table 5.13.A - Alternatives Summary of Impacts (Continued)

Environmental Topic	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
RECREATION													
Development Option A	<i>N</i>				<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-A		<i>N</i>			<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-B			<i>N</i>		<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-C				<i>N</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
PUBLIC SERVICES AND UTILITIES													
Development Option A	<i>P</i>				<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-A		<i>P</i>			<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-B			<i>P</i>		<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>
Development Option D1-C				<i>P</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>	<i>S</i>	<i>S</i>	<i>L</i>	<i>S</i>

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Table 5.13.A - Alternatives Summary of Impacts (Continued)

Environmental Topic	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H	I
SECONDARY ECONOMIC EFFECTS													
Development Option A	<i>P</i>				S	S	S	S	S	S	S	L	S
Development Option D1-A		<i>P</i>			S	S	S	S	S	S	S	L	S
Development Option D1-B			<i>P</i>		S	S	S	S	S	S	S	L	S
Development Option D1-C				<i>P</i>	S	S	S	S	S	S	S	L	S

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None = Meets none of the project objectives

For Project Alternative Impacts:

S = Same as or similar impacts

L = Less impacts

G = Greater impacts

For Development Option Impacts:

S = Significant Unavoidable Impacts*N* = No Significant Impacts*P* = Potentially Significant Impact (Mitigation Incorporated)

Compared to Development Options D1-A, D1-B, and D1-C, Alternatives B, C, D, E, and F would result in greater land use compatibility and ongoing operational conflicts. Each of these alternatives proposes a greater amount of on-site development than Options D1-A or D1-B and would therefore generate more activity on site, thus resulting in greater land use compatibility impacts. Specifically, the number of trips would increase and air quality and noise impacts would be greater. In addition, visual impacts would be greater due to each of the alternatives creating more building mass on site compared to Options D1-A, D1-B, and D1-C.

Alternative I assumes that development of the site would comply with the existing land use designations of the site. The site is zoned for General Manufacturing uses, and future allowable uses would fall under this category. This alternative is likely to result in noise, odor, activity, and aesthetic compatibility conflicts that would affect the adjacent residences south and west of the site. Although Alternative I would result in similar impacts compared to Development Options A, D1-A, D1-B, and D1-C, for most environmental topics, this alternative has a greater potential to generate land use conflicts and air pollutant contaminants due to the industrial activities on site.

Overall, Alternatives B, D, E, and F would not lessen the severity of land use impacts associated with Development Options A, D1-A, or D1-B; however, Alternatives D1 and G would. Alternative I would result in greater land use impacts and has the potential to have increased impacts from industrial noise, air pollutants, and general land use incompatibility. Although Alternatives D1 and G would lessen the severity of land use impacts associated with Development Options A, D1-A, D1-B, and D1-C, none of the build alternative scenarios substantially lessen the severity of the project impacts nor are any considered environmentally superior to Development Options A, D1-A, D1-B, or D1-C.

Population and Housing

As analyzed in Section 4.2, Population and Housing, Development Options A, D1-A, D1-B, and D1-C may potentially result in indirect effects to population and housing in the Burbank area; however, these impacts are considered less than significant. In addition, a beneficial impact would result with implementation of the four development option scenarios by increasing the number of job opportunities in the region.

All of the alternatives would result in similar indirect effects to population and housing, and would provide increased job opportunities, similar to Development Options A, D1-A, D1-B, and D1-C. However, when comparing employment opportunities, differences between alternatives and development options arise. Specifically, Alternatives B, C, E and G would generate at least five percent more job opportunities than provided with Development Option A. Alternatives D and F would provide a similar number of jobs, and Alternatives D1, F, and I would generate a reduced number of job opportunities compared to Option A. Overall, all of the development alternatives would result in a beneficial impact by increasing the number of job opportunities in the region.

Compared to Development Option D1-A, Alternatives B, C, D, E, F, G, and I would generate at least six percent more job opportunities than provided with Development

Option D1-A. Alternative D1 would generate a reduced number of job opportunities compared to Option D1-A.

Compared to Development Option D1-B, all development alternatives would generate more employment opportunities than Option D1-B. On the low end, Alternative D1 would generate approximately one percent more than Option D1-B while Alternative G would generate approximately 185 percent more job opportunities.

Compared to Development Option D1-C, all development alternatives with the exception of Alternative D-1 would generate more employment opportunities than Option D1-B. Alternative D-1 would generate 47 percent fewer opportunities than Option D1-C. For those alternatives that generate more employment opportunities, Alternative G generates 92 percent more opportunities than Option D1-C while Alternative I generates 12 percent more than Option D1-C.

All of the build alternatives (Alternatives B, C, D, D1, E, F, G, and I) would result in the acquisition of 13 businesses and creation of the Five Points realigned intersection. Since Alternative H does not include the realignment of Five Points, there would be no business relocation.

Since Alternative H does not propose any development, this alternative would not result in any demands for population or housing growth nor would this alternative have a beneficial impact on employment in the region.

Similar to Development Options A, D1-A, D1-B, and D1-C, none of the development alternatives would result in significant impacts to population, housing, or employment. Redevelopment of the project site would result in indirect yet insignificant effects to population, housing, and employment. None of the build alternatives are considered environmentally superior to Development Options A, D1-A, D1-B or D1-C.

Geotechnical Conditions

Given the geotechnical conditions of the site, all of the project alternatives would be affected by the same geologic conditions such as regional seismicity and local soil conditions. All of the build alternatives would require a similar amount of grading and site preparation compared to the four development option scenarios. Development on the project site will incorporate structural designs that would avoid impacts to adverse soil conditions of the site (previously described in Section 4.3). Development of any of the build alternatives would not result in lessening of any of the effects resulting from the geologic conditions of the site and would not be environmentally superior.

Water Resources

Potable Water

Development Options A, D1-A, D1-B, and D1-C do not propose land uses that require large amounts of potable water. The City of Burbank has indicated that domestic water services will be available as needed to satisfy water demands of Options A, D1-A, D1-B, and D1-C. The City would be able to accommodate the domestic water demands of the build alternative scenarios. Of the build alternatives, Alternative D1 would require the least amount of potable water, which is less than Options A, D1-A, and D1-C, but not Option D1-B.

Drainage/Flood Control

Alternatives B and C would result in impacts similar to Option A and fewer impacts than Options D1-A or D1-C. Alternatives B, C, D, and D1 would result in impacts similar to Options A, D1-A and D1-C; Alternatives E, F, G, and I would result in the same impacts as Options A, D1-A and D1-C.

All of the alternatives would result in drainage/flooding issues similar to or greater than Development Option D1-B.

Similar to Options A, D1-A, D1-B, and D1-C, all of the build alternatives would result in significant cumulative impacts to region serving flood control facilities and properties in the floodplain. Implementation of mitigation would not reduce this significant impact to below a level of significance.

All of the alternatives would result in drainage/flooding impacts similar to Options A, D1-A, D1-B or D1-C. Therefore, none would be considered environmentally superior in terms of drainage/flood control. With regards to domestic water demands, all of the build alternatives would result in similar impacts; therefore, none would be considered environmentally superior.

Traffic and Circulation

This section summarizes the traffic and circulation analysis provided in the previous sections for each individual alternative. Only trip generation characteristics for Alternative F are provided in the summary tables. Since Alternative F is similar to Alternative E, information on Alternative F impacts to the regional freeway system and intersection level of service would be the same. For easy reference, Development Options A, D1-A, D1-B, and D1-C traffic and circulation impacts are restated below. A comparative summary analysis of each alternative in relation to trip generation, level of service, and overall project impact follows.

Arterial Intersections/Freeway Interchanges

As analyzed in Section 4.7, Traffic and Circulation, Development Options A, D1-A, D1-B, and D1-C would result in potentially significant impacts at the following intersections, either resulting in LOS E or F or contributing to a two percent increase in the volume/capacity ratio at the following intersections:

Development Option A

- C Buena Vista Street at Victory Boulevard
- C Hollywood Way at I-5 southbound ramps
- C Hollywood Way at Winona Avenue
- C Buena Vista Street at Vanowen Street
- C Buena Vista Street at Empire Avenue
- C Buena Vista Street at San Fernando Boulevard
- C Buena Vista Street at the I-5 ramps
- C San Fernando Boulevard at Lincoln Avenue
- C Empire Avenue at Victory Place
- C Five Points (Burbank Boulevard at Victory Boulevard/Victory Place)
- C San Fernando Boulevard at Burbank Boulevard

Development Option D1-A

- C Hollywood Way at I-5 southbound ramps
- C Hollywood Way at Winona Avenue
- C Buena Vista Street at Victory Boulevard
- C Buena Vista Street at San Fernando Boulevard
- C Buena Vista Street at I-5 northbound ramps
- C San Fernando Boulevard at Lincoln Avenue
- C Empire Avenue at Victory Place
- C Five Points (Burbank Boulevard at Victory Boulevard/Victory Place)

Development Option D1-B

- C Hollywood Way at I-5 southbound ramps
- C Hollywood Way at Winona Avenue
- C Buena Vista Street at Victory Boulevard
- C Buena Vista Street at Vanowen Street
- C Buena Vista Street at Empire Avenue
- C Buena Vista Street at San Fernando Boulevard
- C Buena Vista Street at I-5 northbound ramps
- C San Fernando Boulevard at Lincoln Avenue
- C Empire Avenue at Victory Place
- C Five Points (Burbank Boulevard at Victory Boulevard/Victory Place)

Development Option D1-C

- C Hollywood Way at I-5 southbound ramps
- C Hollywood Way at Winona
- C Buena Vista Street at Victory Boulevard
- C Buena Vista Street at Empire Avenue
- C Buena Vista Street at San Fernando Boulevard
- C I-5 northbound ramps at Buena Vista Street
- C San Fernando at Lincoln
- C Empire Avenue at Victory Place
- C Five Points (Burbank Boulevard at Victory Boulevard/Victory Place)

Freeway Mainlines

As analyzed in Section 4.7, Traffic and Circulation, Development Options A, D1-A, D1-B, and D1-C would result in significant a.m. and p.m. peak hour impacts on the following freeway segments:

Development Option A - A.M. Peak Hour

- C I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- C SR-134 westbound from SR-2 to I-5

Development Option A - P.M. Peak Hour

- C I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard, and Buena Vista Street to Osborne Street
- C I-5 southbound from the Ventura Freeway to Colorado Boulevard
- C SR-134 eastbound from I-5 to SR-2

Development Option D1-A - A.M. Peak Hour

- C I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- C SR-134 westbound from Concord Street to I-5

Development Option D1-A - P.M. Peak Hour

- C I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard, and Buena Vista Street to the Hollywood Freeway
- C SR-134 eastbound from I-5 to Concord Street

Development Option D1-B - A.M. Peak Hour

- C I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- C SR-134 westbound from Concord Street to I-5

Development Option D1-B - P.M. Peak Hour

- C I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard, and Buena Vista Street to the Hollywood Freeway
- C SR-134 eastbound from I-5 to Concord Street

Development Option D1-C - A.M. Peak Hour

- C I-5 southbound from Laurel Canyon to Buena Vista Street
- C SR-134 westbound from I-5 to Concord Street

Development Option D1-C - P.M. Peak Hour

- C I-5 northbound from the Ventura Freeway (SR-134) to the Hollywood Freeway (SR-170)
- C SR-134 eastbound from I-5 to Concord Street

With implementation of the mitigation measures identified in Section 4.7, impacts on arterial intersections and freeway interchanges resulting from Development Options A, D1-A, D1-B, and D1-C would be mitigated to a level below significance. However, all four development options would result in significant adverse a.m. and p.m. peak hour impacts on the regional freeway system, and would result in short-term and long-term impacts to three intersections (Nos. 21, 22, and 23) due to possible delays in implementation of mitigation.

Comparison of Trip Generation

This section provides a comparison of the project alternatives relative to Development Options A, D1-A, D1-B, and D1-C in terms of total trip generation and a.m. and p.m. peak hour trips.

Table 5.13.B compares total daily peak hour trip generation for the seven project alternatives (Alternatives B through G) and Alternatives H and I. Table 5.13.C compares daily trip generation by land use category for Alternatives B through G, excluding Alternative F, as stated above.

As shown in Table 5.13.B, Development Option A has the highest total trip generation due to its larger retail composition. Of the development alternatives, Alternative G generates the lowest total trip generation, a 262 percent decrease compared to

Development Option A, a 186 percent decrease compared to Option D1-A, a 184 percent

Table 5.13.B - Summary Comparison of Trip Generation

	Trips Generated						
	Total Daily	A.M. Peak Hour			P.M. Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,451	2,229	1,079	3,308	2,286	2,813	5,100
Alternative B	61,427	3,430	1,202	4,632	2,440	3,924	6,364
Alternative C	59,996	3,247	1,051	4,297	2,429	3,753	6,182
Alternative D	64,370	3,114	1,212	4,326	2,369	3,464	5,833
Alternative D1	41,249	1,927	808	2,735	1,625	2,182	3,806
Alternative E	60,910	3,329	1,328	4,657	2,274	3,471	5,745
Alternative F	61,984	3,082	1,225	4,307	2,399	3,479	5,877
Alternative G	18,947	2,177	478	2,655	523	1,966	2,488
Alternative H (No Build)	-	-	-	-	-	-	-
Alternative I (No Project/Existing General Plan)	15,462	1,601	351	1,952	424	1,595	2,019

Table 5.13.C - Trip Generation Summary by Land Use Type

	Daily Trip Generation										
	Office	Commercial (B-199 site)	Shopping Center (B-1 site)	Fast Food	High Turnover Sit-Down Restaurant	Quality Restaurant	Other Retail ¹	Studio	Auto Sales	Hotel	Total
Total daily trips											
Development Option A	14, 840	8,358	22,696	25,076	8,255	4,444	2,574	0	0	2,251	88,495
Development Option D1-A	8, 300	0	17,278	8,654	4,826	4,706	5,021	0	12,217	2,251	63,253
Development Option D1-B	1, 961	0	17,616	8,305	4,928	1,832	5,211	8,257	12,217	2,251	62,578
Development Option D1-C	8, 301	12,156	17,545	7,432	5,990	2,601	5,330	0	4,125	2,251	65,731
Alternative B	19, 301	8,358	19,721	13,591	6,921	4,538	3,492	0	0	0	75,922
Alternative C	18, 594	8,358	19,649	13,591	3,553	7,576	2,485	0	0	0	73,805
Alternative D	14, 840	0	21,983	21,599	6,346	4,444	2,574	0	7,996	0	79,782
Alternative D1	8, 301	0	10,367	5,192	2,895	2,824	3,014		7,331	1,327	41,251
Alternative E	16, 002	0	17,649	19,999	1,643	3,369	5,048	0	7,996	2,192	73,897
Alternative G ²	-	-	-	-	-	-	-	-	-	-	18,947
Alternative I ³	-	-	-	-	-	-	-	-	-	-	15,462
Total daily trips (after subtracting pass-by trips)											
Development Option A	14, 840	5,851	18,157	15,045	6,604	4,000	1,912	0	0	2,251	68,660
Development Option D1-A	8, 300	0	13,823	5,193	3,861	4,236	4,292	0	12,217	2,251	54,173
Development Option D1-B	1, 961	0	14,093	4,983	3,943	1,649	4,462	8,257	12,217	2,251	53,816
Development Option D1-C	8, 301	8,509	14,035	4,459	4,792	2,340	4,639	0	4,125	2,251	53,451
Alternative B	19, 301	5,851	15,777	8,154	5,537	4,084	2,723	0	0	0	61,427
Alternative C	18, 594	5,851	15,719	8,154	2,842	6,818	2,017	0	0	0	59,996
Alternative D	14, 840	0	17,587	12,959	5,076	4,000	1,912	0	7,996	0	64,370
Alternative D1	8, 301	0	8,294	3,115	2,317	2,542	2,576	0	7,331	1,327	35,803
Alternative E	16, 002	0	14,119	11,999	1,314	3,032	4,255	0	7,996	2,192	60,910
Alternative G ²	-	-	-	-	-	-	-	-	-	-	18,947
Alternative I ³	-	-	-	-	-	-	-	-	-	-	15,462

¹ Other Retail includes car wash, dry cleaner with drive through, bank with drive-in, one-hour photo with drive through and/or specialty retail. Components of Other Retail vary by alternative.

² Alternative G assumes development of the project site with research and development uses.

³ Alternative I assumes development of the project site with existing General Plan land use of Industrial.

decrease compared to Option D1-B, and a 182 percent decrease compared to Option D1-C. Comparing the a.m. and p.m. peak hour trip generation impacts, Development Option A generates 75 percent more a.m. peak hour trips and 168 percent more p.m. peak hour trips than Alternative G. Development Option D1-A generates 125 percent more a.m. peak hour trips and 91 percent more p.m. peak hour trips than Alternative G. Development Option D1-B generates 28 percent more a.m. peak hour trips and 93 percent more p.m. peak hour trips than Alternative G. Development Option D1-C generates 25 percent more a.m. peak hour trips and 105 percent more p.m. peak hour trips than Alternative G. Development Option A generates 138 percent more a.m. peak hour trips and 225 percent more p.m. peak hour trips than Alternative I (General Plan Alternative). Development Option D1-A generates 74 percent more a.m. peak hour trips and 136 percent more p.m. peak hour trips than Alternative I. Development Option D1-B generates 88 percent more a.m. peak hour trips and 138 percent more p.m. peak hour trips than Alternative I. Development Option D1-C generates 69 percent more a.m. peak hour trips and 153 percent more p.m. peak hour trips than Alternative I.

Comparing the a.m. peak hour trip generation for Development Option A, Alternatives B and E generate less than a one percent difference in trips compared to Option A. Alternatives C, D, and F generate 8 percent, 7 percent, and 8 percent less than Option A, respectively. Alternatives D1 and G generate 70 percent and 75 percent less than Option A; Alternative I generates 138 percent fewer a.m. peak hour trips.

Comparing the a.m. peak hour trip generation for Development Option D1-A, only Alternatives D1, G, and I would generate fewer a.m. peak hour trips (24 percent, 28 percent, and 74 percent, respectively). Alternatives B, C, D, E, and F would generate 26 percent or more a.m. peak hour trips than Option D1-A.

Comparing the a.m. peak hour trip generation for Development Option D1-B, only Alternatives D1, G, and I would generate fewer a.m. peak hour trips (34 percent, 38 percent, and 88 percent, respectively). Alternatives B, C, D, E, and F would generate 17 percent or more a.m. peak hour trips than Option D1-B.

Comparing the a.m. peak hour trip generation for Development Option D1-C, only Alternatives D1, G, and I would generate fewer a.m. peak hour trips (21 percent, 25 percent, and 70 percent, respectively). Alternatives B, C, D, E, and F would generate 30 percent or more a.m. peak hour trips than Option D1-C.

Comparing the p.m. peak hour trip generation for Development Option A, Alternatives B and C generate three percent and six percent fewer p.m. peak hour trips, respectively. Alternatives D, E, and F would generate between 10 and 12 percent fewer p.m. peak hour trips; Alternatives D1, G, and I would generate 42 percent, 62 percent, and 69 percent fewer than Option A.

Comparing the p.m. peak hour trip generation for Development Option D1-A, Alternatives D1 and G generate 25 percent and 91 percent fewer p.m. peak hour trips, respectively. Alternatives D, E, and F generate between 20 and 23 percent more trips, while Alternatives B and C generate 30 percent and 34 percent more p.m. peak hour trips than Option D1-A.

Comparing the p.m. peak hour trip generation for Development Option D1-B, Alternatives D1 and G generate 26 percent and 93 percent fewer p.m. peak hour trips, while Alternative I generates 138 percent fewer than Option D1-B. Alternatives B, C, D, E, and F all generate over 20 percent more p.m. peak hour trips than Option D1-B; Alternative B generates the most, at 33 percent.

Comparing the a.m. peak hour trip generation for Development Option D1-C, Alternatives D1 and G generate 34 percent and 105 percent fewer p.m. peak hour trips, while Alternative I generates 153 percent fewer than Option D1-C. Alternatives B, C, D, E, and F all generate over 13 percent more p.m. peak hour trips than Option D1-C.

Although Development Option A generates the most total daily trips, the greater emphasis on retail uses in Option A also means that its peak hour trips are more balanced (inbound versus outbound at peak hours) than the other alternatives. For example, even though Option A generates the largest total volume of trips, Alternative B, which provides for 300,000 more square feet of office uses, generates the largest inbound volume during the morning peak hour and the largest outbound volume during the afternoon peak hour.

Level of Service Comparison

Local Arterials

This section provides a comparison of the level of service associated with the intersections studied for the project. Tables 5.13.D and 5.13.E identify future no project morning and afternoon peak hour traffic conditions at the study intersections. Tables 5.13.F and 5.13.G identify future morning and afternoon peak hour traffic conditions without mitigation and without the Empire Avenue interchange at the study intersections. Tables 5.13.H and 5.13.I show future morning and afternoon peak hour traffic conditions with mitigation and with the Empire Avenue interchange. Note that information for Alternative D1 and Alternative G is not provided in Tables 5.13.H and 5.13.I. Alternative D1 would result in less impact than any of the development option scenarios because it generates at least 30 percent less traffic trips than any of the development options. Alternative G would result in impacts similar to Alternative I since both alternatives would involve manufacturing/industrial type uses.

As shown in Table 5.13.F, in the a.m. peak hour, Alternatives B, C, D, and E have significant impacts at the same intersections as Development Option A. Alternative D1 significantly affects two fewer intersections and Alternative G significantly affects one fewer intersection in the a.m. peak hour. Alternative H and I would each result in significant impacts at two fewer intersections than Option A.

Compared to Development Option D1-A in the a.m. peak hour, Alternative D1 would have significant impacts at the same intersections as Option D1-A. Alternatives B, D, and E have significant impacts at two more intersections than Option D1-A. Alternative C would impact one fewer intersection and Alternative G would impact one more intersection than Option D1-A. Alternatives H and I would each result in significant impacts at the same number of intersections but not at the same locations.

**Table 5.13.D - Intersection Level of Service/AM Peak Hour
Year 2008 No Project**

No.	Intersection	1996 Existing		2008 w/o proj. No Build		2008 w/o proj. General Plan	
		V/C	LOS	V/C	LOS	V/C	LOS
1	I-5 NB on and off ramps at Hollywood	0.770	C	0.847	D	0.891	D
2	I-5 SB on and off ramps at Hollywood Way	0.966	E	1.046	F	1.065	F
3	Hollywood Way at Winona	0.616	B	0.892	D	0.949	E
4	Hollywood Way at Thornton	0.915	E	0.738	C	0.751	C
5	Hollywood Way at Empire (NW connector)	0.278	A	0.421	A	0.440	A
6	Hollywood Way at Empire (NE connector)	0.255	A	0.329	A	0.324	A
7	Hollywood Way at Vanowen (SE connector)	0.198	A	0.257	A	0.282	A
8	Hollywood Way at Vanowen (SW connector)	0.168	A	0.193	A	0.219	A
9	Hollywood Way at Victory	0.640	B	0.716	C	0.733	C
10	Hollywood Way at Magnolia	0.779	C	0.851	D	0.849	D
11	Hollywood Way at Alameda	0.746	C	0.865	D	0.871	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.592	A	0.922	E	0.922	E
13	Buena Vista at Alameda	1.129	F	1.158	F	1.157	F
14	Buena Vista at Olive	0.787	C	0.733	C	0.742	C
15	Buena Vista at Magnolia	0.569	A	0.631	B	0.635	B
16	Buena Vista at Burbank	0.643	B	0.666	B	0.685	B
17	Buena Vista at Victory	0.695	B	0.802	D	0.852	D
18	Buena Vista at Vanowen	0.587	A	0.641	B	0.771	C
19	Buena Vista at Empire	0.734	C	0.910	E	0.992	E
20	Buena Vista at Thornton	0.626	B	0.582	A	0.613	B
21	Buena Vista at San Fernando	0.555	A	0.692	B	0.778	C
22	I-5 ramps at Buena Vista	0.718	C	0.708	C	0.768	C
23	San Fernando at Lincoln	0.727	C	1.056	F	1.172	F
24	Empire at Victory Place	0.291	A	1.211	F	1.453	F
25	Victory at Burbank (Five Points)	0.823	D	0.953	E	1.141	F
26	I-5 SB off-ramp at Burbank	0.569	A	0.524	A	0.584	A
27	San Fernando at Burbank	0.695	B	0.752	C	0.765	C

Note: shading indicates a significant adverse impact

**Table 5.13.E - Intersection Level of Service/PM Peak Hour
Year 2008 No Project**

No.	Intersection	1996 Existing		2008 w/o proj. No Build		2008 w/o proj. General Plan	
		V/C	LOS	V/C	LOS	V/C	LOS
1	I-5 NB on and off ramps at Hollywood	0.552	A	0.616	B	0.614	B
2	I-5 SB on and off ramps at Hollywood Way	1.150	F	1.195	F	1.192	F
3	Hollywood Way at Winona	0.524	A	0.875	D	0.944	E
4	Hollywood Way at Thornton	0.770	C	0.684	B	0.714	C
5	Hollywood Way at Empire (NW connector)	0.264	A	0.424	A	0.431	A
6	Hollywood Way at Empire (NE connector)	0.240	A	0.281	A	0.303	A
7	Hollywood Way at Vanowen (SE connector)	0.236	A	0.260	A	0.259	A
8	Hollywood Way at Vanowen (SW connector)	0.191	A	0.210	A	0.205	A
9	Hollywood Way at Victory	0.576	A	0.650	B	0.680	B
10	Hollywood Way at Magnolia	0.779	C	0.796	C	0.803	D
11	Hollywood Way at Alameda	0.807	D	0.882	D	0.881	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.577	A	0.790	C	0.795	C
13	Buena Vista at Alameda	0.795	C	0.936	E	0.940	E
14	Buena Vista at Olive	0.806	D	0.881	D	0.877	D
15	Buena Vista at Magnolia	0.789	C	0.883	D	0.868	D
16	Buena Vista at Burbank	0.688	B	0.699	B	0.712	C
17	Buena Vista at Victory	0.832	D	0.871	D	0.901	E
18	Buena Vista at Vanowen	0.705	C	0.749	C	0.783	C
19	Buena Vista at Empire	0.695	B	0.981	E	1.245	F
20	Buena Vista at Thornton	0.599	A	0.528	A	0.590	A
21	Buena Vista at San Fernando	0.677	B	0.929	E	1.100	F
22	I-5 ramps at Buena Vista	0.816	D	0.742	C	0.800	C
23	San Fernando at Lincoln	0.861	D	0.900	D	0.961	E
24	Empire at Victory Place	0.422	A	1.218	F	1.395	F
25	Victory at Burbank (Five Points)	1.004	F	1.121	F	1.324	F
26	I-5 SB off-ramp at Burbank	0.583	A	0.621	B	0.650	B
27	San Fernando at Burbank	0.827	D	0.901	E	0.902	E

Note: shading indicates a significant adverse impact

**Table 5.13.F - Intersection Level of Service/AM Peak Hour
Year 2008 with Project without Mitigation (without Empire interchange)**

No.	Intersection	1996 Existing		Development Options																									
		V/C	LOS	A		D1-A		D1-B		D1-C		Alt B		Alt C		Alt D		Alt D1		Alt E		Alt G		Alt H		Alt I			
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	I-5 NB on and off ramps at Hollywood	0.770	C	0.921	E	0.870	D	0.842	D	0.866	D	0.957	E	0.904	E	0.915	E	0.864	D	0.925	E	0.907	E	0.847	D	0.891	D		
2	I-5 SB on and off ramps at Hollywood Way	0.966	E	1.122	F	1.091	F	1.094	F	1.089	F	1.117	F	1.138	F	1.122	F	1.079	F	1.127	F	1.072	F	1.046	F	1.065	F		
3	Hollywood Way at Winona	0.616	B	0.932	E	0.959	E	0.904	E	0.939	E	0.972	E	0.911	E	0.961	E	0.941	E	0.965	E	0.970	E	0.892	D	0.949	E		
4	Hollywood Way at Thornton	0.915	E	0.775	C	0.760	C	0.765	C	0.760	C	0.774	C	0.773	C	0.774	C	0.754	C	0.776	C	0.756	C	0.738	C	0.751	C		
5	Hollywood Way at Empire (NW connector)	0.278	A	0.466	A	0.446	A	0.455	A	0.442	A	0.468	A	0.463	A	0.467	A	0.439	A	0.465	A	0.447	A	0.421	A	0.440	A		
6	Hollywood Way at Empire (NE connector)	0.255	A	0.329	A	0.338	A	0.330	A	0.334	A	0.320	A	0.319	A	0.329	A	0.336	A	0.330	A	0.322	A	0.329	A	0.324	A		
7	Hollywood Way at Vanowen (SE connector)	0.198	A	0.315	A	0.293	A	0.297	A	0.294	A	0.322	A	0.320	A	0.310	A	0.283	A	0.312	A	0.291	A	0.257	A	0.282	A		
8	Hollywood Way at Vanowen (SW connector)	0.168	A	0.243	A	0.232	A	0.235	A	0.231	A	0.245	A	0.244	A	0.245	A	0.221	A	0.245	A	0.228	A	0.193	A	0.219	A		
9	Hollywood Way at Victory	0.640	B	0.766	C	0.756	C	0.757	C	0.758	C	0.762	C	0.759	C	0.766	C	0.745	C	0.767	C	0.739	C	0.716	C	0.733	C		
10	Hollywood Way at Magnolia	0.779	C	0.858	D	0.855	D	0.858	D	0.861	D	0.855	D	0.855	D	0.858	D	0.854	D	0.857	D	0.848	D	0.851	D	0.849	D		
11	Hollywood Way at Alameda	0.746	C	0.874	D	0.872	D	0.871	D	0.872	D	0.874	D	0.873	D	0.875	D	0.870	D	0.876	D	0.873	D	0.865	D	0.871	D		
12	Buena Vista at Riverside Dr/SR-134 ramps	0.592	A	0.936	E	0.939	E	0.930	E	0.924	E	0.939	E	0.939	E	0.930	E	0.934	E	0.940	E	0.922	E	0.922	E	0.922	E		
13	Buena Vista at Alameda	1.129	F	0.812	D	0.811	D	0.810	D	0.808	D	1.157	F	1.157	F	1.159	F	0.811	D	1.157	F	0.813	D	1.158	F	1.157	F		
14	Buena Vista at Olive	0.787	C	0.762	C	0.752	C	0.757	C	0.753	C	0.762	C	0.760	C	0.760	C	0.747	C	0.759	C	0.745	C	0.733	C	0.742	C		
15	Buena Vista at Magnolia	0.569	A	0.640	B	0.636	B	0.636	B	0.636	B	0.635	B	0.636	B	0.638	B	0.635	B	0.638	B	0.636	B	0.631	B	0.635	B		
16	Buena Vista at Burbank	0.643	B	0.683	B	0.683	B	0.679	B	0.677	B	0.684	B	0.682	B	0.682	B	0.678	B	0.681	B	0.692	B	0.666	B	0.685	B		
17	Buena Vista at Victory	0.695	B	0.873	D	0.864	D	0.867	D	0.870	D	0.877	D	0.877	D	0.871	D	0.847	D	0.872	D	0.870	D	0.802	D	0.852	D		
18	Buena Vista at Vanowen	0.587	A	0.972	E	0.883	D	0.933	E	0.889	D	0.975	E	0.957	E	0.968	E	0.818	D	0.972	E	0.818	D	0.641	B	0.771	C		
19	Buena Vista at Empire	0.734	C	1.171	F	1.095	F	1.107	F	1.101	F	1.150	F	1.105	F	1.168	F	1.045	F	1.190	F	1.022	F	0.910	E	0.992	E		
20	Buena Vista at Thornton	0.626	B	0.683	B	0.644	B	0.666	B	0.651	B	0.681	B	0.681	B	0.677	B	0.627	B	0.685	B	0.624	B	0.582	A	0.613	B		
21	Buena Vista at San Fernando	0.555	A	0.810	D	0.788	C	0.794	C	0.000	A	0.811	D	0.808	D	0.803	D	0.762	C	0.816	D	0.809	D	0.692	B	0.778	C		
22	I-5 ramps at Buena Vista	0.718	C	0.851	D	0.812	D	0.831	D	0.828	D	0.842	D	0.831	D	0.841	D	0.784	C	0.849	D	0.790	C	0.708	C	0.768	C		
23	San Fernando at Lincoln	0.727	C	1.274	F	1.187	F	1.194	F	1.184	F	1.283	F	1.269	F	1.267	F	1.152	F	1.279	F	1.214	F	1.056	F	1.172	F		
24	Empire at Victory Place	0.291	A	1.482	F	1.493	F	1.533	F	1.511	F	1.416	F	1.457	F	1.480	F	1.417	F	1.476	F	1.540	F	1.211	F	1.453	F		
25	Victory at Burbank (Five Points)	0.823	D	1.315	F	1.077	F	1.109	F	1.089	F	1.305	F	1.283	F	1.295	F	1.044	F	1.309	F	1.209	F	0.953	E	1.141	F		
26	I-5 SB off-ramp at Burbank	0.569	A	0.620	B	0.593	A	0.620	B	0.602	B	0.626	B	0.619	B	0.615	B	0.574	A	0.621	B	0.606	B	0.524	A	0.584	A		
27	San Fernando at Burbank	0.695	B	0.776	C	0.751	C	0.758	C	0.751	C	0.782	C	0.783	C	0.780	C	0.751	C	0.778	C	0.770	C	0.752	C	0.765	C		

Note: shading indicates a significant adverse impact

**Table 5.13.G - Intersection Level of Service/PM Peak Hour
Year 2008 with Project without Mitigation (without Empire interchange)**

Intersection		Development Options																									
		1996 Existing		A		D1-A		D1-B		D1-C		Alt B		Alt C		Alt D		Alt D1		Alt E		Alt G		Alt H		Alt I	
No.		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	I-5 NB on and off ramps at Hollywood	0.552	A	0.643	B	0.641	B	0.631	B	0.630	B	0.632	B	0.649	B	0.632	B	0.634	B	0.643	B	0.614	B	0.616	B	0.614	B
2	I-5 SB on and off ramps at Hollywood Way	1.150	F	1.214	F	1.209	F	1.208	F	1.208	F	1.208	F	1.202	F	1.208	F	1.205	F	1.208	F	1.191	F	1.195	F	1.192	F
3	Hollywood Way at Winona	0.524	A	0.964	E	0.954	E	0.953	E	1.253	F	0.968	E	0.970	E	0.967	E	0.930	E	0.967	E	0.960	E	0.875	D	0.944	E
4	Hollywood Way at Thornton	0.770	C	0.778	C	0.752	C	0.707	C	0.755	C	0.783	C	0.774	C	0.770	C	0.732	C	0.771	C	0.721	C	0.684	B	0.714	C
5	Hollywood Way at Empire (NW connector)	0.264	A	0.463	A	0.465	A	0.461	A	0.466	A	0.449	A	0.456	A	0.455	A	0.453	A	0.452	A	0.433	A	0.424	A	0.431	A
6	Hollywood Way at Empire (NE connector)	0.240	A	0.267	A	0.271	A	0.275	A	0.271	A	0.295	A	0.282	A	0.270	A	0.274	A	0.288	A	0.308	A	0.281	A	0.303	A
7	Hollywood Way at Vanowen (SE connector)	0.236	A	0.284	A	0.270	A	0.272	A	0.270	A	0.286	A	0.284	A	0.281	A	0.267	A	0.280	A	0.259	A	0.260	A	0.259	A
8	Hollywood Way at Vanowen (SW connector)	0.191	A	0.213	A	0.214	A	0.221	A	0.214	A	0.388	A	0.386	A	0.213	A	0.213	A	0.213	A	0.204	A	0.210	A	0.205	A
9	Hollywood Way at Victory	0.576	A	0.711	C	0.704	C	0.706	C	0.693	B	0.712	C	0.710	C	0.710	C	0.688	B	0.709	C	0.687	B	0.650	B	0.680	B
10	Hollywood Way at Magnolia	0.779	C	0.825	D	0.821	D	0.813	D	0.818	D	0.826	D	0.827	D	0.822	D	0.814	D	0.824	D	0.805	D	0.796	C	0.803	D
11	Hollywood Way at Alameda	0.807	D	0.898	D	0.897	D	0.899	D	0.901	E	0.880	D	0.900	D	0.893	D	0.893	D	0.892	D	0.881	D	0.882	D	0.881	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.577	A	0.813	D	0.805	D	0.803	D	0.803	D	0.801	D	0.805	D	0.809	D	0.801	C	0.802	D	0.796	C	0.790	C	0.795	C
13	Buena Vista at Alameda	0.795	C	0.904	E	0.897	D	0.901	E	0.899	D	0.950	E	0.953	E	0.955	E	0.890	D	0.951	E	0.885	D	0.936	E	0.940	E
14	Buena Vista at Olive	0.806	D	0.880	D	0.879	D	0.876	D	0.882	D	0.884	D	0.886	D	0.878	D	0.880	D	0.876	D	0.876	D	0.881	D	0.877	D
15	Buena Vista at Magnolia	0.789	C	0.883	D	0.894	D	0.892	D	0.889	D	0.875	D	0.878	D	0.885	D	0.891	D	0.883	D	0.865	D	0.883	D	0.868	D
16	Buena Vista at Burbank	0.688	B	0.766	C	0.731	C	0.732	C	0.738	C	0.764	C	0.762	C	0.755	C	0.721	C	0.756	C	0.715	C	0.699	B	0.712	C
17	Buena Vista at Victory	0.832	D	0.983	E	0.974	E	0.968	E	0.980	E	0.965	E	0.962	E	0.971	E	0.943	E	0.967	E	0.908	E	0.871	D	0.901	E
18	Buena Vista at Vanowen	0.705	C	0.908	E	0.806	D	0.793	C	0.816	D	0.962	E	0.943	E	0.941	E	0.789	C	0.949	E	0.791	C	0.749	C	0.783	C
19	Buena Vista at Empire	0.695	B	1.562	F	1.467	F	1.482	F	1.462	F	1.544	F	1.530	F	1.523	F	1.321	F	1.531	F	1.306	F	0.981	E	1.245	F
20	Buena Vista at Thornton	0.599	A	0.678	B	0.643	B	0.650	B	0.647	B	0.680	B	0.672	B	0.670	B	0.609	B	0.669	B	0.604	B	0.528	A	0.590	A
21	Buena Vista at San Fernando	0.677	B	1.465	F	1.436	F	1.354	F	0.000	A	1.459	F	1.453	F	1.463	F	1.284	F	1.448	F	1.139	F	0.929	E	1.100	F
22	I-5 ramps at Buena Vista	0.816	D	0.969	E	0.908	E	0.908	E	0.915	E	0.947	E	0.935	E	0.947	E	0.858	D	0.939	E	0.813	D	0.742	C	0.800	C
23	San Fernando at Lincoln	0.861	D	1.191	F	1.101	F	1.109	F	1.108	F	1.171	F	1.149	F	1.164	F	1.041	F	1.152	F	0.975	E	0.900	D	0.961	E
24	Empire at Victory Place	0.422	A	1.757	F	1.642	F	1.675	F	1.628	F	1.926	F	1.714	F	1.698	F	1.515	F	1.958	F	1.436	F	1.218	F	1.395	F
25	Victory at Burbank (Five Points)	1.004	F	1.585	F	1.412	F	1.427	F	1.542	F	1.580	F	1.566	F	1.532	F	1.325	F	1.528	F	1.371	F	1.121	F	1.324	F
26	I-5 SB off-ramp at Burbank	0.583	A	0.711	C	0.692	B	0.713	C	0.719	C	0.714	C	0.709	C	0.693	B	0.671	B	0.694	B	0.657	B	0.621	B	0.650	B
27	San Fernando at Burbank	0.827	D	0.955	E	0.905	E	0.903	E	0.911	E	0.950	E	0.945	E	0.943	E	0.904	E	0.943	E	0.902	E	0.901	E	0.902	E

Note: shading indicates a significant adverse impact

**Table 5.13.H - Mitigated Intersection Level of Service/AM Peak Hour
Year 2008 with Project with Mitigation (with Empire Interchange)**

No.	Intersection	Development Options										Alternatives									
		A		D1-A		D1-B		D1-C		Alt B		Alt C		Alt D		Alt E		Alt H		Alt I	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	I-5 NB on and off ramps at Hollywood	0.805	D	0.797	C	0.782	C	0.792	C	0.803	D	0.833	D	0.789	C	0.800	C	0.847	D	0.891	D
2	I-5 SB on and off ramps at Hollywood Way	1.042	F	1.030	F	1.028	F	1.04	F	1.043	F	1.045	F	1.029	F	1.045	F	1.046	F	1.065	F
3	Hollywood Way at Winona	0.788	C	0.828	D	0.839	D	0.8	C	0.827	D	0.824	D	0.838	D	0.805	D	0.892	D	0.949	E
4	Hollywood Way at Thornton	0.740	C	0.735	C	0.737	C	0.74	C	0.737	C	0.742	C	0.739	C	0.738	C	0.738	C	0.751	C
5	Hollywood Way at Empire (NW connector)	0.453	A	0.437	A	0.440	A	0.44	A	0.455	A	0.457	A	0.450	A	0.452	A	0.421	A	0.440	A
6	Hollywood Way at Empire (NE connector)	0.366	A	0.350	A	0.349	A	0.36	A	0.353	A	0.346	A	0.361	A	0.365	A	0.329	A	0.324	A
7	Hollywood Way at Vanowen (SE connector)	0.310	A	0.289	A	0.295	A	0.29	A	0.313	A	0.311	A	0.310	A	0.314	A	0.257	A	0.282	A
8	Hollywood Way at Vanowen (SW connector)	0.247	A	0.227	A	0.232	A	0.22	A	0.250	A	0.247	A	0.247	A	0.250	A	0.193	A	0.219	A
9	Hollywood Way at Victory	0.776	C	0.770	C	0.774	C	0.77	C	0.775	C	0.777	C	0.773	C	0.776	C	0.716	C	0.733	C
10	Hollywood Way at Magnolia	0.857	D	0.858	D	0.862	D	0.86	D	0.856	D	0.857	D	0.856	D	0.858	D	0.851	D	0.849	D
11	Hollywood Way at Alameda	0.874	D	0.873	D	0.874	D	0.87	D	0.874	D	0.877	D	0.875	D	0.876	D	0.865	D	0.871	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.926	E	0.933	E	0.924	E	0.93	E	0.931	E	0.927	E	0.934	E	0.931	E	0.922	E	0.922	E
13	Buena Vista at Alameda	1.160	F	1.143	F	1.144	F	0.81	D	1.156	F	1.157	F	1.158	F	1.157	F	1.158	F	1.157	F
14	Buena Vista at Olive	0.758	C	0.750	C	0.753	C	0.75	C	0.756	C	0.755	C	0.755	C	0.756	C	0.733	C	0.742	C
15	Buena Vista at Magnolia	0.643	B	0.639	B	0.638	B	0.64	B	0.638	B	0.638	B	0.639	B	0.640	B	0.631	B	0.635	B
16	Buena Vista at Burbank	0.698	B	0.683	B	0.681	B	0.68	B	0.695	B	0.694	B	0.694	B	0.697	B	0.666	B	0.685	B
17	Buena Vista at Victory	0.771	C	0.753	C	0.756	C	0.76	C	0.775	C	0.764	C	0.762	C	0.768	C	0.802	D	0.852	D
18	Buena Vista at Vanowen	0.831	D	0.814	D	0.832	D	0.82	D	0.831	D	0.816	D	0.822	D	0.844	D	0.641	B	0.771	C
19	Buena Vista at Empire	0.766	C	0.771	C	0.758	C	0.78	C	0.744	C	0.729	C	0.757	C	0.767	C	0.910	E	0.992	E
20	Buena Vista at Thornton	0.563	A	0.520	A	0.532	A	0.52	A	0.567	A	0.559	A	0.559	A	0.564	A	0.582	A	0.613	B
21	Buena Vista at San Fernando	(Grade Separated)																0.692	B	0.778	C
22	I-5 ramps at Buena Vista	0.787	C	0.791	C	0.804	D	####	D	0.793	C	0.800	C	0.783	C	0.796	C	0.708	C	0.768	C
23	San Fernando at Lincoln	0.647	B	0.633	B	0.632	B	####	B	0.656	B	0.648	B	0.640	B	0.660	B	1.056	F	1.172	F
24	Empire at Victory Place	(Grade Separated)																1.211	F	1.453	F
25	Victory at Burbank (Five Points)	0.692	B	0.600	A	0.603	B	0.6	B	0.682	B	0.660	B	0.672	B	0.686	B	0.953	E	1.141	F
26	I-5 SB off-ramp at Burbank	0.632	B	0.475	A	0.548	A	0.54	A	0.641	B	0.635	B	0.631	B	0.630	B	0.524	A	0.584	A
27	San Fernando at Burbank	0.735	C	0.710	C	0.706	C	0.71	C	0.730	C	0.736	C	0.735	C	0.732	C	0.752	C	0.765	C

NOTE: Shaded intersections include capacity improvements

**Table 5.13.I - Mitigated Intersection Level of Service/PM Peak Hour
Year 2008 with Project with Mitigation (with Empire Interchange)**

No.	Intersection	Development Options										Alternatives									
		A		D1-A		D1-B		D1-C		Alt B		Alt C		Alt D		Alt E		Alt H		Alt I	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	I-5 NB on and off ramps at Hollywood	0.595	A	0.629	B	0.632	B	0.625	B	0.611	B	0.618	B	0.618	B	0.628	B	0.616	B	0.614	B
2	I-5 SB on and off ramps at Hollywood Way	1.175	F	1.179	F	1.173	F	1.178	F	1.174	F	1.174	F	1.179	F	1.173	F	1.195	F	1.192	F
3	Hollywood Way at Winona	0.760	C	0.760	C	0.754	C	0.767	C	0.781	C	0.739	C	0.749	C	0.760	C	0.875	D	0.944	E
4	Hollywood Way at Thornton	0.732	C	0.712	C	0.673	B	0.712	C	0.728	C	0.728	C	0.728	C	0.727	C	0.684	B	0.714	C
5	Hollywood Way at Empire (NW connector)	0.438	A	0.454	A	0.447	A	0.453	A	0.432	A	0.432	A	0.441	A	0.439	A	0.424	A	0.431	A
6	Hollywood Way at Empire (NE connector)	0.298	A	0.274	A	0.278	A	0.276	A	0.305	A	0.300	A	0.293	A	0.293	A	0.281	A	0.303	A
7	Hollywood Way at Vanowen (SE connector)	0.307	A	0.286	A	0.291	A	0.286	A	0.296	A	0.297	A	0.300	A	0.299	A	0.260	A	0.259	A
8	Hollywood Way at Vanowen (SW connector)	0.391	A	0.224	A	0.384	A	0.224	A	0.398	A	0.215	A	0.224	A	0.393	A	0.210	A	0.205	A
9	Hollywood Way at Victory	0.718	C	0.702	C	0.714	C	0.711	C	0.720	C	0.718	C	0.717	C	0.720	C	0.650	B	0.680	B
10	Hollywood Way at Magnolia	0.830	D	0.818	D	0.817	D	0.820	D	0.826	D	0.825	D	0.826	D	0.823	D	0.796	C	0.803	D
11	Hollywood Way at Alameda	0.894	D	0.898	D	0.901	E	0.901	E	0.891	D	0.890	D	0.886	D	0.890	D	0.882	D	0.881	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.801	D	0.797	C	0.803	D	0.793	C	0.798	C	0.800	C	0.803	D	0.797	C	0.790	C	0.795	C
13	Buena Vista at Alameda	0.945	E	0.954	E	0.890	D	0.888	D	0.946	E	0.946	E	0.943	E	0.942	E	0.936	E	0.940	E
14	Buena Vista at Olive	0.876	D	0.881	D	0.880	D	0.876	D	0.879	D	0.875	D	0.872	D	0.875	D	0.881	D	0.877	D
15	Buena Vista at Magnolia	0.895	D	0.891	D	0.889	D	0.890	D	0.886	D	0.889	D	0.891	D	0.888	D	0.883	D	0.868	D
16	Buena Vista at Burbank	0.799	C	0.756	C	0.750	C	0.760	C	0.795	C	0.789	C	0.778	C	0.777	C	0.699	B	0.712	C
17	Buena Vista at Victory	0.879	D	0.832	D	0.830	D	0.832	D	0.862	D	0.863	D	0.865	D	0.854	D	0.871	D	0.901	E
18	Buena Vista at Vanowen	0.763	C	0.769	C	0.748	C	0.590	A	0.744	C	0.741	C	0.740	C	0.734	C	0.749	C	0.783	C
19	Buena Vista at Empire	0.986	E	0.969	E	0.956	E	0.941	E	0.988	E	0.966	E	0.949	E	0.950	E	0.981	E	1.245	F
20	Buena Vista at Thornton	0.516	A	0.528	A	0.481	A	0.529	A	0.515	A	0.512	A	0.514	A	0.512	A	0.528	A	0.590	A
21	Buena Vista at San Fernando																	0.929	E	1.100	F
22	I-5 ramps at Buena Vista	0.820	D	0.800	C	0.805	D	0.879	D	0.808	D	0.805	D	0.806	D	0.802	D	0.742	C	0.800	C
23	San Fernando at Lincoln	0.558	A	0.545	A	0.537	A	0.763	C	0.537	A	0.532	A	0.538	A	0.532	A	0.900	D	0.961	E
24	Empire at Victory Place																	1.218	F	1.395	F
25	Victory at Burbank (Five Points)	0.812	D	0.760	C	0.753	C	0.713	C	0.883	D	0.869	D	0.835	D	0.831	D	1.121	F	1.324	F
26	I-5 SB off-ramp at Burbank	0.627	B	0.578	A	0.632	B	0.719	C	0.629	B	0.627	B	0.620	B	0.622	B	0.621	B	0.650	B
27	San Fernando at Burbank	0.868	D	0.809	D	0.808	D	0.812	D	0.869	D	0.865	D	0.854	D	0.854	D	0.901	E	0.902	E

NOTE: Shaded intersections include capacity improvements

Compared to Development Options D1-B and D1-C in the a.m. peak hour, Alternatives B, D, and E have significant impacts at two more intersections than Option D1-B. Alternatives C and G each result in significant impacts at one more intersection while Alternative D1 results in impacts to the same number of intersections but not at the same locations. Alternatives H and I would each result in significant impacts at the same number of intersections but not at the same locations.

In the p.m. peak hour, Alternatives B, C, D, and E would have significant impacts on the same intersections as Options D1-B and D1-C. Alternatives D1 and G have significant impacts at one fewer intersection than Options D1-B and D1-C. Alternative H would impact three fewer intersections while Alternative I would impact one less intersection.

Compared to Development Options D1-A, D1-B, and D1-C in the p.m. peak hour, Alternatives B, C, D, and E have significant impacts at two more intersections than Options D1-A and D1-B. Alternatives D1 and G have significant impacts at one fewer intersection than Options D1-A and D1-B.

Regional Highway System

Table 5.13.J provides a summary of freeway segments significantly affected by Development Option A, D1-A, D1-B, and D1-C and each build alternative (Alternatives B, C, D, D1, E, G, and I). Again, Alternative F is not shown because its trip generation characteristics are similar to Alternative E.

As shown in Table 5.13.J, all of the build alternatives would result in significant adverse impacts to the regional freeway system; however, Alternatives D1, G, and I would result in the fewest impacts compared to Options A, D1-A, D1-B, and D1-C. Therefore, these alternatives are considered environmentally superior in terms of impacts to the regional freeway system.

For all development scenarios, traffic impacts will be lessened through peak hour trip reduction achieved by the required TDM program. However, the TDM program will not reduce the project's peak hour traffic impacts on the freeway system to below a level of significance. Additional capacity would be needed on the I-5 and the Ventura freeways to reduce project impacts on the freeway system to a level of insignificance. The appropriate mitigation for this type of regional impact is for the project to participate in a regional transportation impact fee program and contribute its fair share of system wide improvements; however, there is currently no mechanism in place to assess developments for their impacts on the regional system.

Table 5.13.J - Summary of Freeway Segments with Significant Adverse Impacts

FromTo		Development Options								Alternatives															
		A		D1-A		D1-B		D1-C		Alt B		Alt C		Alt D		Alt D1		Alt E		Alt G		Alt I			
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
Golden State Freeway (I-5)																									
Simi Valley Fwy	Van Nuys Blvd																								
Van Nuys Blvd	Terra Bella St																								
Terra Bella St	Osborne St																								
Osborne St	Hollywood Fwy	■								■	■	■		■				■							
Hollywood Fwy	Laurel Canyon	■	■	■	■	■	■	■		■	■	■	■	■	■			■	■		■				
Laurel Canyon	Lankershim Blvd	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■		■		
Lankershim Blvd	Penrose Blvd	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■	■		■		
Penrose Blvd	Sunland Blvd	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Sunland Blvd	Rosco Blvd	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■		
Rosco Blvd	Hollywood Way	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■		
Hollywood Way	Buena Vista St	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■	■		■	■		
Burbank Blvd	Olive Ave	■		■	■	■		■		■		■		■		■		■		■			■		
Olive Ave	Alameda Ave	■		■	■	■		■		■		■		■				■							
Alameda Ave	Western Ave	■		■	■	■		■		■		■		■				■							
Western Ave	Ventura Fwy	■		■	■	■		■		■		■		■				■							
Ventura Fwy	Colorado Blvd		■								■		■												
Colorado Blvd	Los Feliz Blvd										■														
Ventura Fwy (SR-134)																									
I-5	Concord	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■						
Concord	Pacific	■	■							■	■	■	■	■	■			■	■						
Pacific	Brand Ave	■	■							■	■	■	■	■	■			■	■						
Brand Ave	Glendale Blvd	■	■							■	■	■	■	■	■			■	■						
Glendale Blvd	Rte 2	■	■							■	■	■	■	■	■				■						

Air Quality

This air quality analysis provides a summary comparison of the estimated one hour and eight hour CO concentrations, and total regional emissions of Development Options A, D1-A, D1-B, and D1-C the development Alternatives A, B, C, D, D1, E, and Alternatives G, H and I. Note that Alternative F was not analyzed because its trip characteristics are nearly identical to Alternative E.

Local Carbon Monoxide Concentrations

Tables 5.13.K and 5.13.L are summary tables of the one hour and eight hour CO concentrations for the seven project alternatives, the No Build, and the No Project scenarios. Development Options A, D1-A, D1-B, and D1-C would not result in any exceedances to the estimated one hour or eight hour CO concentrations, and no significant impacts would result. Alternative G results in the lowest one hour and eight hour concentrations compared to Options A, D1-A and D1-C; however, Option D1-B results in the lowest one hour and eight hour CO concentrations of all alternatives and development options.

Development Option A results in the second highest CO concentrations among the alternatives, but lower than those under Alternative B. However, the differences in CO concentrations among Option A and the build alternatives are small (0.5 ppm or less), and are considered insignificant.

Development Options D1-A and D1-C result in lower one hour and eight hour concentrations than Alternatives B, C, D, E, F, H, and I and concentrations similar to Alternative D1. Only Alternative G results in slightly lower concentrations; however, the differences in CO concentrations are small (0.5 ppm or less), and are considered insignificant.

Development Option D1-B results in the lowest one hour and eight hour CO concentrations among all development options and alternatives.

Regional Emissions

As shown in Table 5.13.M, no long-term regional emissions result with Alternative H, since this alternative does not provide for development on the project site. Alternative I results in less than half of the emissions generated with the other alternatives. Development Option A results in the highest project emissions compared to all of the alternatives. Alternatives B, C, D, E, and F generate total regional emissions similar to Option A. However, Option A and Alternatives B, C, D, D1, E, F, G, H, and I all result in exceedances of the SCAQMD established thresholds for CO, ROC, and NO_x. Emissions of SO_x and PM₁₀ would remain below the threshold levels. Although Option A and all of the alternatives exceed the SCAQMD thresholds for CO, ROC, and NO_x, Alternative I generates the lowest amount of total regional emissions, and would be considered environmentally superior to Development Option A.

**Table 5.13.K - Carbon Monoxide Concentrations, ppm
One Hour CO Concentration^a**

Intersection	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H ¹	I ²
Buena Vista Street & San Fernando Boulevard	10.4	8.7	8.0	9.5	10.4	10.4	10.4	8.7	10.4	10.4	8.7	9.9	10.1
	10.0	8.5	7.9	9.2	10.0	10.0	9.9	8.6	9.9	10.0	8.6	9.5	9.7
	9.7	8.5	7.9	9.1	9.7	9.7	9.7	8.5	9.6	9.7	8.5	9.3	9.4
	9.5	8.4	7.9	8.9	9.5	9.5	9.5	8.4	9.5	9.5	8.4	9.2	9.3
Buena Vista Street & Thornton Avenue	9.4	8.5	7.9	9.2	9.4	9.4	9.4	8.5	9.4	9.4	8.4	9.0	9.2
	9.1	8.3	7.9	8.9	9.1	9.1	9.1	8.3	9.1	9.1	8.3	8.8	8.9
	8.9	8.3	7.9	8.7	8.9	8.9	8.9	8.3	8.9	8.9	8.3	8.7	8.7
	8.8	8.2	7.9	8.6	8.8	8.8	8.8	8.2	8.8	8.8	8.2	8.6	8.6
Buena Vista Street & Empire Avenue	12.2	9.5	8.0	9.2	12.4	12.2	12.1	9.4	12.2	12.2	9.3	9.9	10.3
	11.3	9.2	8.0	8.9	11.5	11.3	11.3	9.1	11.3	11.3	9.1	9.5	9.9
	10.8	9.0	7.9	8.8	11.0	10.8	10.8	8.9	10.8	10.8	8.9	9.3	9.6
	10.5	8.9	7.9	8.7	10.6	10.5	10.4	8.8	10.5	10.5	8.8	9.1	9.4
Buena Vista Street & Vanowen Street	11.0	10.2	8.0	8.6	10.9	10.9	10.9	9.3	10.9	11.0	9.2	10.4	10.6
	10.2	9.6	7.9	8.4	10.2	10.2	10.2	9.0	10.2	10.2	8.9	9.8	10.0
	9.8	9.3	7.9	8.3	9.8	9.8	9.8	8.8	9.8	9.8	8.7	9.5	9.6
	9.6	9.1	7.9	8.3	9.5	9.5	9.6	8.7	9.5	9.6	8.6	9.3	9.4
Buena Vista Street & Victory Boulevard	9.8	8.6	7.9	9.5	9.8	9.8	9.8	8.5	9.8	9.8	8.5	9.6	9.6
	9.5	8.5	7.9	9.3	9.5	9.5	9.5	8.4	9.5	9.5	8.4	9.3	9.4
	9.3	8.4	7.9	9.1	9.3	9.3	9.3	8.3	9.3	9.3	8.3	9.1	9.2
	9.2	8.4	7.9	9.0	9.2	9.2	9.2	8.3	9.2	9.2	8.3	9.0	9.1
Buena Vista Street & Burbank Boulevard	9.9	8.5	7.9	8.6	9.8	9.8	9.8	8.4	9.8	9.9	8.4	9.7	9.7
	9.5	8.4	7.9	8.5	9.5	9.5	9.5	8.3	9.5	9.5	8.4	9.4	9.4
	9.3	8.3	7.9	8.4	9.3	9.3	9.3	8.3	9.3	9.3	8.3	9.2	9.2
	9.2	8.3	7.9	8.4	9.2	9.2	9.1	8.3	9.1	9.2	8.3	9.0	9.1

Table 5.13.K - Carbon Monoxide Concentrations, ppm
One Hour CO Concentration^a

Intersection	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H ¹	I ²
Buena Vista Street & Magnolia Avenue	10.1	8.6	7.9	8.8	10.1	10.1	10.1	8.5	10.1	10.1	8.5	10.0	10.0
	9.7	8.5	7.9	8.7	9.7	9.7	9.7	8.4	9.7	9.7	8.4	9.7	9.7
	9.5	8.4	7.9	8.6	9.5	9.5	9.5	8.4	9.5	9.5	8.4	9.4	9.4
	9.4	8.3	7.9	8.5	9.3	9.3	9.3	8.3	9.4	9.4	8.3	9.3	9.3
Buena Vista Street & Olive Avenue	9.9	8.5	7.9	8.6	9.9	9.9	9.9	8.4	9.9	9.9	8.4	9.9	9.9
	9.6	8.4	7.9	8.5	9.6	9.6	9.6	8.4	9.6	9.6	8.4	9.6	9.6
	9.3	8.3	7.9	8.4	9.3	9.3	9.3	8.3	9.3	9.3	8.3	9.3	9.3
	9.2	8.3	7.9	8.4	9.2	9.2	9.2	8.3	9.2	9.2	8.3	9.2	9.2
Buena Vista Street & Alameda Avenue	9.9	8.5	7.9	8.4	9.9	9.9	9.9	8.4	9.6	9.9	8.5	9.9	9.9
	9.6	8.4	7.9	8.3	9.6	9.6	9.6	8.4	9.6	9.6	8.4	9.6	9.6
	9.4	8.3	7.9	8.3	9.4	9.4	9.4	8.3	9.4	9.4	8.3	9.3	9.3
	9.2	8.3	7.9	8.2	9.2	9.2	9.2	8.3	9.2	9.2	8.3	9.2	9.2
Hollywood Way & Thornton Avenue	10.2	9.1	7.9	10.0	10.2	10.2	10.2	8.6	10.2	10.2	8.6	9.9	10.1
	9.8	8.9	7.9	9.6	9.8	9.8	9.8	8.5	9.8	9.8	8.5	9.5	9.7
	9.5	8.7	7.9	9.4	9.5	9.5	9.5	8.4	9.5	9.5	8.4	9.3	9.4
	9.3	8.6	7.9	9.2	9.3	9.3	9.3	8.3	9.3	9.3	8.3	9.1	9.3
Hollywood Way & Victory Boulevard	9.5	8.4	7.9	9.5	9.5	9.5	9.5	8.4	9.5	9.5	8.4	9.4	9.4
	9.3	8.4	7.9	9.2	9.3	9.3	9.3	8.3	9.3	9.3	8.3	9.2	9.2
	9.1	8.3	7.9	9.1	9.1	9.1	9.1	8.3	9.1	9.1	8.2	9.0	9.0
	9.0	8.3	7.9	9.0	9.0	9.0	9.0	8.2	9.0	9.0	8.2	8.9	8.9
Hollywood Way & Magnolia Avenue	10.1	8.6	7.9	8.5	10.1	10.1	10.1	8.5	10.1	10.1	8.5	10.0	10.0
	9.7	8.5	7.9	8.4	9.7	9.7	9.7	8.4	9.7	9.7	8.4	9.6	9.7
	9.4	8.4	7.9	8.3	9.4	9.4	9.4	8.3	9.4	9.4	8.3	9.4	9.4
	9.3	8.3	7.9	8.3	9.3	9.3	9.3	8.3	9.3	9.3	8.3	9.2	9.2

**Table 5.13.K - Carbon Monoxide Concentrations, ppm
One Hour CO Concentration^a**

Intersection	Development Options					Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H ¹	I ²
Hollywood Way & Alameda Avenue	10.0	8.4	7.9	8.5	10.1	10.1	10.0	8.4	10.0	10.0	8.4	10.0	10.0
	9.7	8.4	7.9	8.5	9.7	9.7	9.7	8.3	9.7	9.7	8.3	9.7	9.7
	9.5	8.3	7.9	8.4	9.5	9.5	9.5	8.3	9.5	9.5	8.3	9.5	9.5
	9.3	8.3	7.9	8.3	9.3	9.3	9.3	8.2	9.3	9.3	8.2	9.3	9.3
Burbank Boulevard & San Fernando Boulevard	9.8	8.5	7.9	8.4	9.8	9.8	9.8	8.6	9.8	9.8	8.6	9.7	9.7
	9.6	8.4	7.9	8.3	9.6	9.6	9.6	8.5	9.6	9.6	8.5	9.4	9.5
	9.4	8.4	7.9	8.3	9.4	9.4	9.4	8.4	9.4	9.4	8.4	9.3	9.4
	9.3	8.3	7.9	8.2	9.3	9.3	9.3	8.4	9.3	9.3	8.4	9.2	9.2

^a Includes ambient one hour CO concentration of 7.8 ppm for long-range build out year projected at Burbank Station. The State standard for one hour CO is 20 ppm.

Source: LSA Associates, Inc. 1998.

¹ No project - existing condition

² No project - implementation of existing plans/practical results of not proceeding in the project

**Table 5.13.L - Carbon Monoxide Concentrations, ppm
Eight Hour CO Concentration^b**

Intersection	Development Options				Alternatives								
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H ¹	I ²
Buena Vista Street & San Fernando Boulevard	7.2	6.0	5.5	6.6	7.2	7.2	7.2	6.0	7.2	7.2	6.0	6.9	7.0
	6.9	5.9	5.5	6.4	6.9	6.9	6.9	6.0	6.9	6.9	6.0	6.6	6.7
	6.7	5.9	5.5	6.3	6.7	6.7	6.7	5.9	6.7	6.7	5.9	6.5	6.5
	6.6	5.8	5.5	6.2	6.6	6.6	6.6	5.8	6.6	6.6	5.8	6.4	6.5
Buena Vista Street & Thornton Avenue	6.5	5.9	5.5	6.4	6.5	6.5	6.5	5.9	6.5	6.5	5.8	6.2	6.4
	6.3	5.8	5.5	6.2	6.3	6.3	6.3	5.8	6.3	6.3	5.8	6.1	6.2
	6.2	5.8	5.5	6.0	6.2	6.2	6.2	5.8	6.2	6.2	5.8	6.0	6.0
	6.1	5.7	5.5	6.0	6.1	6.1	6.1	5.7	6.1	6.1	5.7	6.0	6.0
Buena Vista Street & Empire Avenue	8.5	6.6	5.5	6.4	8.6	8.5	8.4	6.5	8.5	8.5	6.5	6.9	7.2
	7.9	6.4	5.5	6.2	8.0	7.9	7.9	6.3	7.9	7.9	6.3	6.6	6.9
	7.5	6.2	5.5	6.1	7.6	7.5	7.5	6.2	7.5	7.5	6.2	6.5	6.7
	7.3	6.2	5.5	6.0	7.4	7.3	7.2	6.1	7.3	7.3	6.1	6.4	6.5
Buena Vista Street & Vanowen Street	7.6	7.1	5.5	6.0	7.6	7.6	7.6	6.5	7.6	7.6	6.4	7.2	7.4
	7.1	6.7	5.5	5.8	7.1	7.1	7.1	6.2	7.1	7.1	6.2	6.8	6.9
	6.8	6.5	5.5	5.8	6.8	6.8	6.8	6.1	6.8	6.8	6.0	6.6	6.7
	6.7	6.3	5.5	5.8	6.6	6.6	6.7	6.0	6.6	6.7	6.0	6.5	6.5
Buena Vista Street & Victory Boulevard	6.8	6.0	5.5	6.6	6.8	6.8	6.8	5.9	6.8	6.8	5.9	6.7	6.7
	6.6	5.9	5.5	6.5	6.6	6.6	6.6	5.8	6.6	6.6	5.8	6.5	6.5
	6.5	5.8	5.5	6.3	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.3	6.4
	6.4	5.8	5.5	6.2	6.4	6.4	6.4	5.8	6.4	6.4	5.8	6.2	6.3
Buena Vista Street & Burbank Boulevard	7.0	5.9	5.5	6.0	6.8	6.8	6.8	5.8	6.8	6.9	5.8	6.7	6.7
	6.7	5.8	5.5	5.9	6.6	6.6	6.6	5.8	6.6	6.6	5.8	6.5	6.5
	6.6	5.8	5.5	5.8	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.4	6.4
	6.5	5.8	5.5	5.8	6.4	6.4	6.3	5.8	6.3	6.4	5.8	6.2	6.3

**Table 5.13.L - Carbon Monoxide Concentrations, ppm
Eight Hour CO Concentration^b**

Intersection	Development Options				Alternatives								
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H ¹	I ²
Buena Vista Street & Magnolia Avenue	7.0	6.0	5.5	6.1	7.0	7.0	7.0	5.9	7.0	7.0	5.9	6.9	6.9
	6.7	5.9	5.5	6.0	6.7	6.7	6.7	5.8	6.7	6.7	5.8	6.7	6.7
	6.6	5.8	5.5	6.0	6.6	6.6	6.5	5.8	6.6	6.6	5.8	6.5	6.5
	6.5	5.8	5.5	5.9	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.4	6.5
Buena Vista Street & Olive Avenue	6.9	5.9	5.5	6.0	6.9	6.9	6.9	5.8	6.9	6.9	5.8	6.9	6.9
	6.7	5.8	5.5	5.9	6.7	6.7	6.7	5.8	6.7	6.7	5.8	6.7	6.7
	6.5	5.8	5.5	5.8	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.5	6.5
	6.4	5.8	5.5	5.8	6.4	6.4	6.4	5.8	6.4	6.4	5.8	6.4	6.4
Buena Vista Street & Alameda Avenue	6.9	5.9	5.5	5.8	6.9	6.9	6.9	5.8	6.9	6.9	5.9	6.9	6.9
	6.7	5.8	5.5	5.8	6.7	6.7	6.7	5.8	6.7	6.7	5.8	6.7	6.7
	6.5	5.8	5.5	5.8	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.5	6.5
	6.4	5.8	5.5	5.7	6.4	6.4	6.4	5.8	6.4	6.4	5.8	6.4	6.4
Hollywood Way & Thornton Avenue	7.1	6.3	5.5	6.9	7.1	7.1	7.1	6.0	7.1	7.1	6.0	6.9	7.0
	6.8	6.2	5.5	6.7	6.8	6.8	6.8	5.9	6.8	6.8	5.9	6.6	6.7
	6.6	6.0	5.5	6.5	6.6	6.6	6.6	5.8	6.6	6.6	5.8	6.5	6.5
	6.5	6.0	5.5	6.4	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.3	6.5
Hollywood Way & Victory Boulevard	6.6	5.8	5.5	6.6	6.6	6.6	6.6	5.8	6.6	6.6	5.8	6.5	6.5
	6.5	5.8	5.5	6.4	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.4	6.4
	6.3	5.8	5.5	6.3	6.3	6.3	6.3	5.8	6.3	6.3	5.7	6.2	6.2
	6.2	5.8	5.5	6.2	6.2	6.2	6.2	5.7	6.2	6.2	5.7	6.2	6.2
Hollywood Way & Magnolia Avenue	7.0	6.0	5.5	5.9	7.0	7.0	7.0	5.9	7.0	7.0	5.9	6.9	6.9
	6.7	5.9	5.5	5.8	6.7	6.7	6.7	5.8	6.7	6.7	5.8	6.7	6.7
	6.5	5.8	5.5	5.8	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.5	6.5
	6.5	5.8	5.5	5.8	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.4	6.4
Hollywood Way & Alameda Avenue	6.9	5.8	5.5	5.9	7.0	7.0	6.9	5.8	6.9	6.9	5.8	6.9	6.9
	6.7	5.8	5.5	5.9	6.7	6.7	6.7	5.8	6.7	6.7	5.8	6.7	6.7
	6.6	5.8	5.5	5.8	6.6	6.6	6.6	5.8	6.6	6.6	5.8	6.6	6.6
	6.5	5.8	5.5	5.8	6.5	6.5	6.5	5.7	6.5	6.5	5.7	6.5	6.5

**Table 5.13.L - Carbon Monoxide Concentrations, ppm
Eight Hour CO Concentration^b**

Intersection	Development Options				Alternatives								
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	H ¹	I ²
Burbank Boulevard & San	6.8	5.9	5.5	5.8	6.8	6.8	6.8	6.0	6.8	6.8	6.0	6.7	6.7
Fernando Boulevard	6.7	5.8	5.5	5.8	6.7	6.7	6.7	5.9	6.7	6.7	5.9	6.5	6.6
	6.5	5.8	5.5	5.8	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.5	6.5
	6.5	5.8	5.5	5.7	6.5	6.5	6.5	5.8	6.5	6.5	5.8	6.4	6.4

^a Includes ambient 8 hour CO concentration of 5.4 ppm for long-range build out year project at Burbank Station.
The State standard for 8 hour CO is 9.0 ppm.

¹ No project - existing condition

² No project - implementation of existing plans/practical results of not proceeding in the project

Source: LSA Associates, Inc. 1998 and 1999.

Table 5.13.M - Total Regional Emissions (pounds/day)

Category	CO	ROC	NOx	SOx	PM10
Development Option A	4229	317	616	70	92
Development Option D1-A	3826	289	550	62	83
Development Option D1-B	3788	286	532	60	82
Development Option D1-C	2372	245	478	54	71
Alternative B	3871	288	575	65	84
Alternative C	3783	282	570	64	82
Alternative D	3975	298	584	66	86
Alternative D-1	2227	210	372	36	48
Alternative E	3787	284	554	62	82
Alternative F	3681	276	547	61	80
Alternative G	1512	106	268	29	32
Alternative H	NA	NA	NA	NA	NA
Alternative I	1184	83	205	23	25
SCAQMD Thresholds	550	55	55	150	150

Source: LSA Associates, Inc. 1998 and 1999.

Development Options D1-A, D1-B, and D1-C generate long-term emissions similar to Alternatives B, C, D, E, and F. Alternatives D1 and G would generate fewer regional emissions than Options D1-A, D1-B, and D1-C. However, Options D1-A, D1-B, and D1-C and all of the alternatives, except for Alternative H, would result in exceedances of the SCAQMD established thresholds for CO, ROC, and NO_x. Emissions of SO_x and PM₁₀ would remain below the threshold levels. Although Options D1-A, D1-B and D1-C and all of the alternatives exceed the SCAQMD thresholds for CO, ROC, and NO_x, Alternative I generates the lowest amount of total regional emissions, and would be considered environmentally superior to Development Options D1-A, D1-B, or D1-C.

Noise

Table 5.13.N lists the Ldn level at 50 feet from the outermost travel lane along the roadway segments analyzed for Alternative I (baseline level) and the changes from the baseline resulting from the remaining project alternatives. Alternative I has the smallest increases in traffic noise levels; Development Options A, D1-A, D1-B, and D1-C and Alternatives B, C, D, D1, E, F, G, H and I have similar impacts. However, all of the traffic noise level changes are less than three dB, and are considered less than significant. No long-term traffic noise impacts on off-site land uses are anticipated. Since Development Options A, D1-A, D1-B, and D1-C provide for different combinations of commercial/retail/office/studio land uses and are not considered noise sensitive, no on-site noise impacts are anticipated.

The land uses proposed with Development Options A, D1-A, D1-B, and D1-C are not considered noise sensitive land uses; however, noise sensitive land uses exist north, south, and southwest of the B-1 and B-199 sites. Development Options A, D1-A, D1-B, and D1-C would not generate significant or potentially significant noise impacts on the surrounding land uses after mitigation. Mitigation identified for Development Options A, D1-A, D1-B, and D1-C would apply to all of the alternatives to reduce on-site noise impacts. Alternative D1 shows the lowest amount of square footage on the project site, and would not result in significant noise impacts greater than identified with Development Options A, D1-A, D1-B or D1-C. Alternatives G and I would result in more on-site building square footage than Options A, D1-A, D1-B or D1-C; however, given the types of land uses proposed, the noise impacts would not be considered significant noise impacts greater than those identified with the four development options.

Aesthetics

Aesthetic impacts would be similar with Alternatives B, C, D, E, and F, compared to Development Options A, D1-A, D1-B, and D1-C. Alternative D1 would result in fewer aesthetic impacts due to the reduction in building density compared to the four development options; Alternatives G and I would also result in similar aesthetic impacts as Options A, D1-A, D1-B, and D1-C.

Table 5.13.N - Future Baseline Increase from No Build Traffic Noise Level (dBA)

Roadway Segment	Development Options				Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	I
Buena Vista St. N/O ³ San Fernando Blvd.	1.4	0.8	1.1	1.1	1.3	1.3	1.3	0.8	1.3	1.4	0.6	0.5
Buena Vista St. ST Thornton Ave.	0.7	0.5	0.6	0.7	0.6	0.6	0.6	0.4	0.6	0.7	0.3	0.2
Buena Vista ST Thornton to Empire Ave.	0.9	0.7	0.7	0.3	0.9	0.9	0.8	0.5	0.8	0.9	0.2	0.2
Buena Vista ST Empire to Van Owen Ave.	1.1	0.9	1.0	0.6	1.1	1.1	1.1	0.7	1.1	1.1	0.7	0.6
Buena Vista ST Van Owen to Victory Blvd.	1.1	1.5	0.9	0.3	1.1	1.1	1.1	0.6	1.1	1.1	0.5	0.5
Buena Vista ST Victory to Burbank Blvd.	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.2	0.2
Buena Vista ST Burbank to Magnolia Ave.	0.3	0.2	0.2	0.2	0.3	0.3	0.2	0.1	0.2	0.3	0.1	0.1
Buena Vista ST Magnolia Ave to Olive Ave	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0
Buena Vista ST Olive Ave. to Alameda Ave.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buena Vista ST S/O Alameda Ave.	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Hollywood Way N/O Thornton Ave.	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1
Hollywood Way Thornton to Victory Blvd.	0.3	0.3	0.2	0.1	0.3	0.3	0.3	0.2	0.3	0.3	0.2	0.1
Hollywood Way Victory to Magnolia Ave.	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Hollywood Way Magnolia to Alameda Ave.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0
Hollywood Way S/O Alameda Ave.	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
San Fernando Blvd. N/O Burbank Blvd.	0.3	0.3	0.2	0.2	0.3	0.3	0.3	0.1	0.3	-0.1	0.1	0.1
San Fernando Blvd. S/O Burbank Blvd.	0.5	-2.3	0.2	0.1	0.5	0.5	0.5	0.1	0.5	0.3	0.2	0.2
San Fernando Blvd. W/O Buena Vista St.	0.2	-0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
San Fernando Blvd. E/O Buena Vista St.	1.0	1.0	0.8	0.9	1.0	0.9	1.0	0.7	0.9	1.0	0.0	0.3
Thornton Ave. W/O Hollywood Way	0.1	-0.1	0.1	-0.4	0.1	0.1	0.1	-0.1	0.1	0.1	0.1	0.0
Thornton Ave. Hollywood to Buena Vista St.	1.1	1.2	0.8	0.2	1.0	0.9	1.0	0.9	0.9	1.1	0.9	0.5
Thornton Ave. E/O Buena Vista St.	1.1	0.8	0.8	0.7	1.0	0.9	1.0	0.6	1.0	1.1	0.7	0.5
Empire Ave. W/O Buena Vista St.	1.5	1.2	1.3	2.2	1.4	1.4	1.4	0.9	1.4	1.5	0.6	0.5
Empire Ave. E/O Buena Vista St.	2.3	2.0	2.1	2.8	2.3	2.2	2.2	1.5	2.2	2.3	1.0	0.9
Van Owen Ave. W/O Buena Vista St.	0.7	2.4	0.0	-0.7	0.7	0.7	0.7	-0.2	0.7	0.7	-0.7	0.0

Table 5.13.N - Future Baseline Increase from No Build Traffic Noise Level (dBA)

Roadway Segment	Development Options				Alternatives							
	A	D1-A	D1-B	D1-C	B	C	D	D-1	E	F	G	I
Van Owen Ave E/O Buena Vista St.	0.0	-0.3	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Victory Blvd. W/O Hollywood Way	0.6	0.5	0.5	0.6	0.6	0.5	0.5	0.4	0.5	0.6	0.3	0.2
Victory Blvd. Hollywood Way to Buena Vista St.	0.4	0.4	0.4	3.3	0.4	0.4	0.4	0.3	0.4	0.4	0.2	0.2
Victory Blvd. E/O Buena Vista St.	0.5	0.3	0.3	0.2	0.5	0.4	0.4	0.2	0.4	0.4	0.2	0.1
Burbank Ave. W/O Buena Vista St.	0.4	0.3	0.1	0.2	0.4	0.4	0.4	0.2	0.4	0.4	0.2	0.2
Burbank Ave. E/O Buena Vista St.	0.3	0.1	0.1	-0.1	0.3	0.3	0.2	0.0	0.2	0.3	0.1	0.1
Burbank Blvd. W/O San Fernando Blvd.	0.3	-0.5	-0.1	-0.7	0.3	0.3	0.3	0.1	0.3	0.1	0.1	0.1
Burbank Blvd. E/O San Fernando Blvd.	0.2	0.1	0.1	-0.1	0.2	0.2	0.2	0.1	0.2	-0.2	0.1	0.1
Magnolia Ave. W/O Hollywood Way	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1
Magnolia Ave. Hollywood Way to Buena Vista St.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.1
Magnolia Ave. E/O Buena Vista St.	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.0
Olive Ave. W/O Buena Vista St.	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.3	0.2	0.1
Olive Ave. E/O Buena Vista St.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Alameda Ave. W/O Hollywood Way.	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0
Alameda Ave. Hollywood Way to Buena Vista St.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Alameda Ave. E/O Buena Vista St.	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0

^a Traffic noise level within 50 feet of roadway centerline requires site-specific analysis.

Source: LSA Associates, Inc. 1998 and 1999

- ¹ No project - existing condition
² No project - implementation of existing plans/practical results of not proceeding in the project
³ N/O = north of, S/O = south of, ST= south to, W/O = west of, E/O = east of

Although all of the build alternatives will generate light and glare effects similar to Development Option A, those resulting from Alternatives D, D1, E, and F have the potential to be greater and more intense due to the proposed auto dealership on the B-199 site, and increasing potential light and glare effects to the adjacent sensitive uses. However, these four alternatives would have fewer light and glare effects compared to Development Options D1-A and D1-B, since the square footage of auto dealerships for these development options is significantly greater. Compared to Option D1-C, these four alternatives (D, D1, E, and F) would have a greater light and glare effect to residential areas adjacent to the B-199 site.

Alternative H would not result in any visual change to the proposed project site from its existing vacant condition.

Overall, Alternatives D1 and H would lessen the severity of aesthetic impact when compared to Development Options A, D1-A, D1-B, or D1-C; however, the change would not be substantial. Alternative H is the No Project Alternative (existing conditions), and is not a viable alternative. Alternative D1 would result in less severe impacts than Option A, and would be considered environmentally superior to Development Option A.

Compared to Development Options D1-A, D1-B, and D1-C, only Alternatives D1 and H would result in fewer aesthetic effects. However, the difference between Alternative D1 and Options D1-A, D1-B, and D1-C impacts are not substantial. Alternative H is the No Project Alternative (existing conditions), and is not a viable alternative. Alternative D1 would result in less severe impacts than Option D1-A, D1-B, and D1-C, and would be considered environmentally superior to Development Options D1-A, D1-B, and D1-C.

Public Health and Safety

Development Options A, D1-A, D1-B, and D1-C would not result in any significant impacts after implementation of mitigation measures identified in Section 4.11. When compared to all other alternatives, the proposed development options have similar environmental consequences when compared to Alternatives B, C, D, E, F, G, H, and I. There are no significant impacts to human health and safety for any of the development options or project alternatives.

Public Services and Utilities

Development Options A, D1-A, D1-B, and D1-C would not result in any significant impacts after implementation mitigation measures identified in Section 4.5. When compared to Development Option A, Alternatives B and C would potentially result in a greater demand on public services and utilities due to the increased density of development on site, and would also contribute to the cumulative impact to solid waste capacity at the Bradley Landfill. Alternatives D and E would generate a similar demand on public services and utilities compared to the proposed project based upon the amount of square footage proposed; however, a cumulative solid waste impact would still remain. Alternative D1 would also generate a similar or reduced demand for public services and utilities. Although there is a decrease in office density and retail density, a 255,000 sf

auto sales component is being added. Nonetheless, the overall intensity of uses and number of employees in Alternative D1 is less than the proposed project, leading to an incremental decrease in the level of impact.

Alternative F would not result in any demands on public services and utilities. Alternative I (No Project - Existing Condition) would also result in an increased demand on public services and utilities over the compared project due to the intensity of industrial uses on site. Although there is adequate capacity at the Bradley Landfill for seven more years, development of this alternative would create a significant cumulative solid waste impact, unless expansion of the landfill occurs.

Overall, Alternative D1 would result in a similar or a reduced demand for public services and utilities, and would reduce or lessen the severity of impacts to public services and utilities. Alternatives D and E would result in similar impacts. The significant cumulative impact to the Bradley Landfill would remain with all of the project alternatives, including Alternative I, reasonably expected development consistent with the General Plan. Alternative I is considered environmentally superior to the proposed project with respect to public services and utilities.

Recreation

Development Options A, D1-A, D1-B, and D1-C would result in an increase in on-site employees and would, therefore, increase the amount of potential users of recreational facilities in the City of Burbank. The proposed project (Options A, D1-A, D1-B, and D1-C) will not include development fees normally paid to the City's General Fund due to demolition credits allowed by the City's fee ordinance. These fees, in conjunction with expected sales and property tax revenues, usually offset any additional expenses incurred by the Parks and Recreation Department related to funding site improvements in response to increased demand by new development on the site.

Fees would normally reduce the potentially significant impact on Parks and Recreation Department services and facilities to below a level of significance. However, in this case, because fees are not collected, there is the potential that Parks and Recreation services will be negatively affected by new and substantial demands for service from project employees and their families and visitors. Implementation of mitigation identified in Section 4.6, Recreation, is included to potentially offset any impact to the Parks and Recreation Department services and facilities.

No significant impacts would remain with the four development option scenarios or any of the build alternatives. Of the build alternatives, Alternative D1 would be considered environmentally superior to Development Options A, D1-A, and D1-C since this alternative would generate the fewest number of employees, resulting in fewer impacts to recreational facilities in the City of Burbank. Compared to Development Option D1-B, Alternative D1 would generate a similar number of employees; therefore, it is not considered environmentally superior. Alternative H would be environmentally superior since it does not provide for development of the project site; however, this alternative is infeasible since it does not meet any of the project objectives.

Secondary Economic Effects

The fiscal and market effects of Development Options A, D1-A, D1-B, and D1-C are documented in Section 4.12 of this EIR. The impacts to competing market areas from development and operation of the proposed project, primarily on the downtown Burbank area, are not considered to have a significant environmental impact. The development of Alternatives B, C, D, D1, E, and F would result in similar impacts as the four development option scenarios, which are considered less than significant. Alternatives G and I would not develop the site with retail uses; therefore, impacts to the downtown Burbank area would not occur. Fiscal and market effects of Alternatives G and I are also considered less than significant.

5.14 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The analysis above discusses seven development alternatives to the proposed project (Options A, D1-A, D1-B, and D1-C): four that present different development on the existing project site, the No Project Existing Conditions (Alternative H) Alternative, the No Project-Implementation of Existing Plan/Practice Results of not proceedings with Project Alternative (Alternative I), and implementation of the proposed project (or a similar development scenario) at an alternative site. By examining the results presented in Sections 5.1 through 5.13, a determination can be made as to which alternative scenarios generate fewer environmental impacts. Five of the six on-site project design alternatives and Alternative I either have similar impacts or have greater impacts compared to the proposed project, and are not environmentally superior to Development Options A, D1-A, D1-B or D1-C. The No Build on-site alternative is environmentally superior to any of the development option scenarios but is infeasible because none of the project objectives are met. The off-site alternatives considered in this analysis are not feasible alternative sites, and have been rejected from further consideration.

Alternative D1 is considered to be environmentally superior because it results in reduced impacts to traffic, air quality, and public services due to the generally less intense project, with fewer employees and fewer vehicle trips.

5.15 ALTERNATIVES TO FIVE POINTS REALIGNMENT

5.15.1 Existing Five Points Configuration

Background

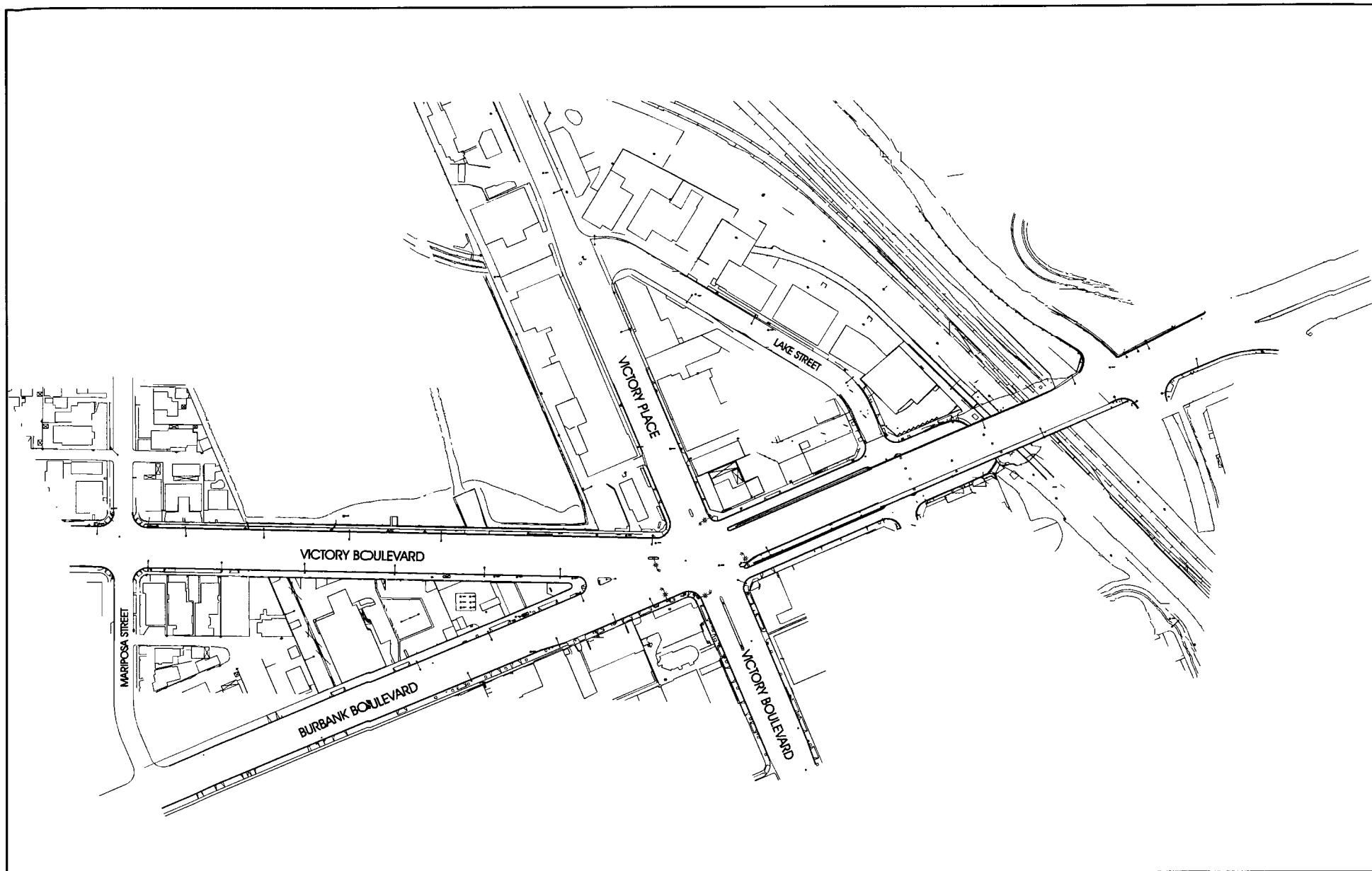
Burbank Boulevard is the primary east/west arterial in the City connecting the Media City Center and Burbank Village with the western portions of the City. Victory Boulevard serves a major thoroughfare bringing traffic from the south and west to the Five Points intersection. The heavy traffic flows carried by these major arterials converge at the Five Points intersection (see Figure 5.15.1). Because of the unconventional five point design of the intersection, traffic signal cycle times are lengthy and, when combined with existing traffic volumes, cause prolonged delays during peak hours.

The Five Point project consists of two major improvements: the realignment of Victory Boulevard, and the widening of the Burbank Boulevard bridge. The current alignment of Victory Boulevard into Burbank Boulevard will be relocated approximately 500 feet west of the current Five Points intersection. To create this new intersection, Victory Boulevard will be realigned west of the current Five Points intersection, and a portion of the existing Victory Boulevard will be vacated (Figure 5.15.2). A new signalized intersection will be created, and the Five Points intersection will be converted into a conventional four-way intersection. Following the realignment of Victory Boulevard, the north side of the Burbank Bridge will be widened from the Golden State Freeway southbound off-ramp westerly to the Five Points intersection. The bridge widening will allow the addition of new dual turning lanes and increased street widths approaching the improved Victory Boulevard/Burbank Boulevard intersection.

Interrelated with the Victory Boulevard realignment and bridge widening are other improvements and actions that are required to proceed with the project. Completion of the Five Points project will require property acquisition; relocation of utilities; design of the new realigned Victory Boulevard, Five Points intersection and Burbank Boulevard Bridge; construction of the realignment and bridge widening; and sale of remnant property.

5.15.2 Five Points No Project/No Development Alternative

The Five Points intersection (Burbank Boulevard, Victory Boulevard, and Victory Place) is heavily congested without the development proposed in the Burbank Empire Center project, as reported in the traffic analysis included in Section 4.7 of this EIR. The No Development Alternative would leave the parcels vacant, with no development. It is reasonable that without development of the proposed commercial project, the realignment of the Five Points intersection would not be funded and, therefore, would not be constructed. The projected approximate cost of the property acquisition, engineering and construction is \$18 million, with approximately half of the funds expected to be contributed by the developer of the Burbank Empire Center. Without these developer, City, and Redevelopment Agency sponsored improvements, the Five Points intersection would 1) remain unchanged; 2) there would be no acquisition of parcels for the realignment and supporting Burbank Boulevard bridge widening; and 3) there would be no platooning of



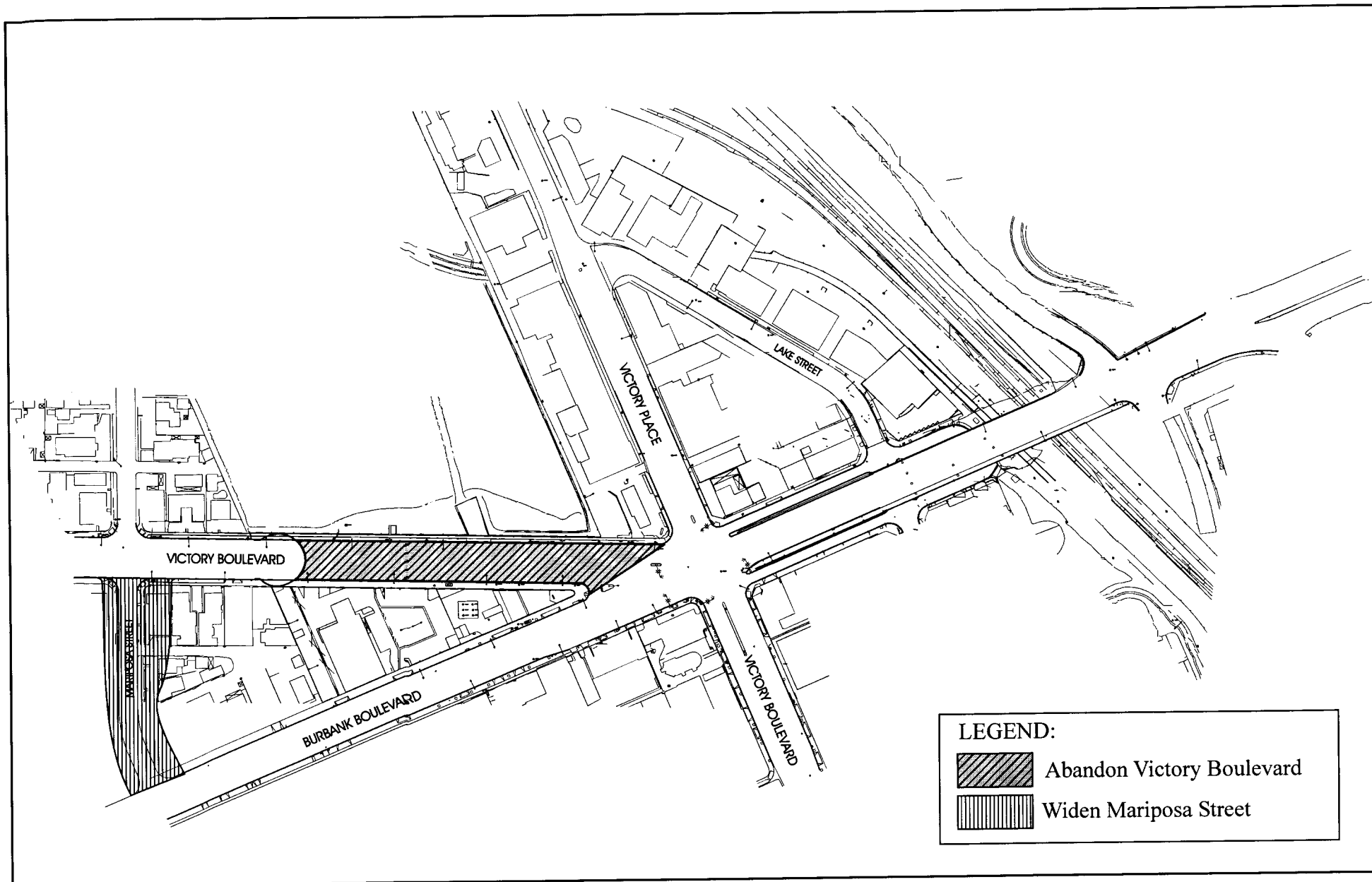
12/16/99(BUR730)



LSA No Scale

Figure 5.1 5.1

Five Points Intersection
Existing Configuration



12/21/99(BUR730)



LSA No Scale

Figure 5.15.2

Five Points Intersection
Alternative Configuration

traffic from the west, with traffic from Victory Boulevard and Burbank Boulevard arriving at the same time at the Five Points intersection. This would result in traffic levels of service remaining the same, reported to be 0.823 (LOS D) during the a.m. peak, and 1.004 (LOS F) during the p.m. peak, as reported in Table 4.7.A.

5.15.3 Project Development/No Five Points Realignment Alternative

This alternative considers the implications of development of the proposed project (Options A, D1-A, D1-B or D1-C), but not constructing the proposed realigned roadway intersections (Victory Boulevard, Victory Place, and Burbank Boulevard). The Five Points intersection would remain unchanged. Traffic congestion, already at unacceptable levels, would be exacerbated with the addition of vehicle trips from one of the four development options. It would be reasonable to expect that, as vehicle traffic congestion increases, localized and regional air emissions would increase beyond what is projected for the project. This already significant impact would be worsened as a result of greater automobile idling at the Five Points intersection. Land use changes would not occur along Victory Boulevard west of the Five Points intersection toward Mariposa Street and the frontage along Burbank Boulevard east of the intersection as proposed with the realignment. The land use changes that would be avoided, however, are not considered to be significant effects of the proposed realignment.

In summary, the effects of allowing the proposed development project to proceed without the Five Points intersection realignment would not avoid any significant impact of the project and, conversely, would lead to substantial increases in already significant project impacts to traffic congestion and operation of the existing Five Points intersection, currently already above acceptable impact thresholds (LOS F), and air quality impacts. In conclusion, this alternative is not considered environmentally superior to the proposed project.

5.15.4 Five Points Realignment at Mariposa Street Alternative

This alternative considers the environmental effects of the proposed realignment of the Five Points intersection farther to the west, to the existing Mariposa Street connection with Burbank Boulevard (Figure 5.15.2). The realignment would, in fact, do away with the extension of Victory Boulevard and the connections to Burbank Boulevard. Instead, this alternative would abandon Victory Boulevard east of Mariposa Street. All Victory Boulevard traffic would be diverted via Mariposa Street, or would remain on Burbank Boulevard.

This alternative would have the following effects:

- Burbank Boulevard traffic traveling west to Victory Boulevard would be forced to make a right turn at Mariposa Street, and then a left turn from Mariposa Street to Victory Boulevard, thus increasing turn movements and traffic congestion for this traffic.

- Mariposa Street, currently a local connector street within a residential neighborhood, would become a major travel route, negatively affecting the residential character of the area with traffic congestion, increased vehicular noise, and increased air pollution.
- Eastbound Victory Boulevard traffic would be affected by increased congestion due to an additional turn movement (right turn on Mariposa Street to make a left turn onto Burbank Boulevard). The additional movements would delay eastbound traffic.
- A separate development entrance to serve the B-199 parcel would have to be constructed through parcels to the south, across abandoned Victory Boulevard through already developed parcels, to connect with Burbank Boulevard.
- The bridge widening components of the Five Points intersection realignment project would still be required to enable the resulting Victory Place and Burbank Boulevard intersection to function properly.

Because of 1) increased traffic movements and resulting congestion, 2) effects on the neighborhood at Mariposa Street, and 3) the need for an additional signalized entrance to the proposed development of the B-199 parcel, this alternative is not superior to the proposed project.